THE EVENING TELEGRAPH.

VOL. XI--No. 25. PHILADELPHIA, FRIDAY, JANUARY 29, 1869. DOUBLE SHEET--THREE CENTS.

UNION PACIFIC RAILROAD CO.

AND

Central Pacific Railroad Co.

FIRST MORTGAGE BONDS.

This great enterprise is approaching completion with a rapidity that astonishes the world. Over *fifteen* (1500) *hundred miles* have been built by two (2) powerful companies: the Union Pacific Railroad, beginning at Omaha, building west, and the Central Pacific Railroad, beginning at Sacramento, and building east, until the two roads shall meet. Less than two hundred and fifty miles remain to be built. The greater part of the interval is now graded, and it is reasonably expected that the through connection between San Francisco and New York will be completed by July 1.

As the amount of Government aid given to each is dependent upon the length of road each shall build, both companies are prompted to great efforts to secure the construction and control of what, when completed, will be *one and the only grand Railroad Line connecting the Atlantic and Pacific coasts.*

One Hundred and Ten Million Dollars ($110,000,000) in money have already been expended by the two powerful companies engaged in this great enterprise, and they will speedily complete the portion yet to be built. When the United States Government found it necessary to secure the construction of the Pacific Railroad, to develop and protect its own interest, it gave the companies authorized to build it such ample aid as should render its speedy completion beyond a doubt. The Government aid may be briefly summed up as follows:—

First. The right of way and all necessary timber and stone from public domain.

Second. It makes a donation of 12,800 acres of land to the mile, which, when the road is completed, will amount to twenty-three million (23,000,000) acres, and all of it within twenty (20) miles of the railroad.

Third. It loans the companies fifty million dollars ($50,000,000), for which it takes a second lien.

The Government has already loaned the Union Pacific Railroad twenty-four million and fifty-eight thousand dollars ($24,058,000), and to the Central Pacific Railroad seventeen million six hundred and forty-eight thousand dollars ($17,648,000), amounting in all to forty-one million seven hundred and six thousand dollars ($41,706,000).

The Companies are permitted to issue their own First Mortgage Bonds to the same amount as they receive from the United States, and no more. The companies have sold to permanent investors about ($40,000,000) forty million dollars of their First Mortgage Bonds. The companies have already paid in (including net earnings not divided, grants from State of California, and Sacramento city and San Francisco), upwards of ($25,000,000) twenty-five million dollars of capital stock.

WHAT IS THERE YET TO BE DONE?

In considering this question it must be remembered that all the remaining iron to finish the road is contracted for, and the largest portion paid for and now delivered on the line of the Union Pacific Railroad and the Central Pacific Railroad, and that the grading is almost finished.

WHAT RESOURCES HAVE THE COMPANIES TO FINISH THE ROAD?

First. They will receive from the Government as the road progresses about $9,000,000 additional.

Second. They can issue their own First Mortgage Bonds for about $9,000,000 additional.

Third. The companies now hold almost all the land they have up to this time received from the Government; upon the completion of the road they will have received in all 23,000,000 acres, which at $1·50 per acre would be worth $34,500,000.

In addition to the above the net earnings of the roads and additional capital, if necessary, could be called in to finish the road.

WAY BUSINESS—ACTUAL EARNINGS.

No one has ever expressed a doubt that as soon as the road is completed its through business will be abundantly profitable.

Gross earnings of the Union Pacific Railroad Company for *six months*, ending January 1st, 1869, were upwards of		$3,000,000
The earnings of Central Pacific Railroad, for six months, ending January 1st, 1869, were		$1,750,000 gold
Expenses	$550,000 gold	
Interest	450,000 "	
		1,000,000 "
Net profit of Central Pacific Railroad, after paying all interest and expenses for six months		$750,000 gold

The present gross earnings of the Union and Central Pacific Railroads are $1,200,000 monthly.

HOW LARGE A BUSINESS IS IT SAFE TO PREDICT FOR THE GREAT PACIFIC RAILROAD?

We would give the following facts derived from Shipping Lists, Insurance Companies, Railroads, and general information:—

Ships going from the Atlantic around Cape Horn, 100	80,000 tons.
Steamships connecting at Panama with California and China, 55	120,000 "
Overland Trains, Stages, Horses, etc. etc	30,000 "

Here we have two hundred and thirty thousand tons carried westward, and experience has shown that in the last few years the return passengers from California have been nearly as numerous as those going.

HOW MANY PASSENGERS ARE THERE?

We make the following estimate:—

110 Steamships (both ways)	70,000	(actual for '68)
200 Vessels "	4 000	estimated "
Overland "	100,000	" "
Number per annum	174,000	

Present price (averaging half the cost of the steamships), for both passengers and tonnage, gives the following result:—

174,000 passengers at $100	$17,400,000
460,000 tons, rated at $1 per cubic foot	15,640,000
	$33,040,000

Basing calculations upon the above figures, without allowing for the large increase of business, which can safely be looked for, then estimate the running expenses at one half and we have a net income of $16,520,000; which, after paying the interest on the First Mortgage Bonds and the advances made by the Government, would leave a net annual income of $9,000,000 over and above all expenses and interest.

The First Mortgage Bonds of the Union Pacific Railroad Company and the First Mortgage Bonds of the Central Pacific Railroad Co. are both, principal and interest, payable in gold coin; they pay six per cent. interest in gold coin, and run for thirty years, and they cannot be paid before that time without the consent of the holder.

First Mortgage Gold Bonds of the Union Pacific Railroad for sale at par and accrued interest, and First Mortgage Gold Bonds of Central Pacific Railroad at 103 and accrued interest.

DE HAVEN & BRO.,

Dealers in Government Securities, Gold, Etc.,

No. 40 South THIRD Street,

3 24 PHILADELPHIA.

FIRST EDITION

EUROPE.

Mail Dates to Jan. 14.

The State of Affairs in Spain—More About the Malaga Affair—A Ritualistic Meeting in London.

By the arrival at New York yesterday of the steamer City of London, we have European advices by mail to January 14.

GREAT BRITAIN.

Another Ritualistic Meeting.

There was another meeting of Ritualists on the morning of January 13, at Freemason's Hall, composed almost exclusively of those who are in favor of continuing the altar lights, and other practices, condemned by the Judicial Committee of Privy Council. A long and very earnest conversation took place, in which Mr. Bennett, Mr. Orby Shipley, Mr. Edwards, Mr. Lowder, and other gentlemen joined. It was generally admitted that it would be very unwise to bind the clergy as a body to any particular course, inasmuch as circumstances differed in various parishes, and some might feel it their duty to explicitly obey the law of the Church on these points where it differed from the law of the land as recently expounded by the High Court of Appeal. Several clergymen have determined to continue the lights, at all events until they receive a monition from a spiritual authority. The question of the prosecution of Mr. Bennett on doctrinal matters was alluded to, and it was generally admitted that, in the event of the Judicial Committee of the Privy Council decreeing that the Real Presence in the Eucharist is antagonistic to the doctrines of the Church of England, the High Church party must, as a body, secede.

SPAIN.

Manifesto of the Provisional Government.

On January 12 a manifesto was addressed to the electors of Spain, signed by all the members of the Provisional Government, whereby the latter solicit approval for their conduct, and claim to have fulfilled their promises made at the beginning of the revolution. The manifesto recalls the acts and decrees, and all the measures which have been enacted in conformity with the programme of liberty, and promises that great economy and extensive improvements shall be effected in the administration of the finances; and that the system of monopolies, prohibitions, and other impediments to the development of trade and commerce shall be abolished. The Government further announces that during the elections it will observe absolute neutrality; and it recommends that all true Liberals should unite, reiterating at the same time its former declaration that it will respect the decision of the Cortes, but that it considers the monarchical principle—the throne surrounded by a great prestige, and endowed with natural prerogatives—far more likely to insure a better future than any other form of government.

OFFICIAL REPORT OF THE LOSS AT MALAGA.

The Madrid *Gazette* of January 12 publishes an official report respecting the rising in Malaga, according to which 40 soldiers were killed, 174 were wounded, and 37 received slight contusions.

THE AMERICAN FAMILY AMONG THE MALAGA INSURGENTS.

Under date January 10 the *Times'* Madrid correspondent writes:—On the faith of official reports I gave you some time since the following story:—A North American family, consisting of men and women, while crossing the Alameda, on their way to the port, under protection of their national flag, were fired upon, insulted, and robbed by a gang of the insurgents. It was even added that two of the ladies had been wounded. It was soon added that they had been rescued by the troops, that all due preparation had been made to the Consul, and Brigadier Pavia, the Military Governor of the place, ended his telegraphic bulletin by saying that 'the insult offered to the American flag had been avenged.' It happens that now, not only from a variety of Spanish correspondents, but also from American sources, we receive a flat contradiction of the original report. The fugitive family, it seems, in leaving their hotel, put themselves—or perhaps only found themselves—under protection of a party of the insurgents, who not only gave them no molestation, but escorted them with every mark of respect and civility to the quay where they intended to embark, and it was upon reaching the open Alameda that they were met by a band of soldiers, who fired on the party, regardless of the non-combatants and of the stars and stripes which ought to have protected their neutrality. It is added that the insurgents of the escort, by a rare self-denial, did not return the fire, but hurried their *proteges* to the boat, where they arrived unhurt. I do not make myself a voucher for the genuineness of either narrative, nor will I even be answerable for the real existence of the American family said to have been on the move on that occasion. There is an American Minister in Madrid, who certainly would have it in his power, and whose duty, in my opinion, it ought to be, to inquire into the affair and to make known the result of his inquiry. It is extremely difficult to get at the truth and falsehood of any fact in which Spaniards alone are concerned. But the incident here is international, and it would be hard if foreign legations and consulates in the Peninsula had to be numbered among the 'things of Spain.'"

QUARREL BETWEEN PRIM AND SERRANO.

Under date of Jan. 9, the Madrid correspondent of the *Star* writes:—"There has been an angry discussion between Prim and Serrano. Prim wished to create a batch of twelve new generals. The motive was obvious. He selected the officers for reasons exclusively personal. They were men devoted to him. On Wednesday last he submitted the list to Serrano, who indignantly refused to accept it. High words ensued, and Serrano challenged Prim to sustain his nominations before the Council. It met yesterday. Prim did not put in an appearance, but sent a letter to Serrano instead, which is said to be couched in highly unbecoming terms. The discussion was long and lively, but ended by the rejections of the proposed nominations. At one moment Serrano insisted upon resigning office, but was overruled, and for the moment things are as they were, less the breach between the President of the Council and the War Minister. The attempt to create so many new generals is very significant; the refusal to accept them not less so. Very few yesterday knew the precise cause of this difference in the Cabinet, but the fact became bruited, and the public securities experienced a decline of 2½ per cent., the heaviest yet in one day since the Revolution."

AUSTRIA.

A Social Revolution.

The agitation of the clerical party, which had calmed down a little after it became evident that the Government intended the new laws to be obeyed, has again broken out. The cause of this fresh excitement is to be found in the new measures which are to be brought before the Reichsrath, for the purpose of completing Austria's social revolution. A bill on primary education will be introduced by Count Beust, and will provide for gratuitous and compulsory education, and the superintendence of all schools by State inspectors. Another law will be brought in to totally abolish the Concordat, and another to make civil marriage compulsory. Stormy scenes may be looked for during the next session of the Reichsrath.

PRUSSIA.

Bismark on Conscription.

The following letter from M. de Bismark to the Council of the Northern Confederation throws some light on Baden affairs:—

The Grand Ducal Government of Baden desires to conclude a treaty with the North German Confederation, by which the subjects of one power residing on the territory of another shall be submitted to the conscription and fulfil the military duties of the country they inhabit. Such a convention being desirable, in the interests both of the several countries and in those of the Confederation, I, the undersigned, Chancellor of the latter, have the honor to ask your authorization for concluding the treaty. BISMARK.

RUSSIA.

Regulations in Poland.

The *Siecle* of Paris mentions that Russia has committed a fresh act of persecution against Poland. Three centuries back Poland adopted the Gregorian calendar, but a ukase from St. Petersburg has now, without any previous notice, substituted for it the Julian one. All the habits of the nation are suddenly disorganized; all the dates changed at the good pleasure of the Czar. Successive improvements had been introduced in the division of time. The imperfections of the Roman method of calculating, admitted by John Muller, Clavius, and other astronomers, were, after labors spread over more than a hundred years, corrected under Gregory XIII; then came the republican calendar, the only one based on exact knowledge of the movement of the earth in its orbit, and which fixed the commencement of the year, not on the 1st of January, which is absurd, but on the precise day on which the sun arrives at the real autumn equinox, in entering the sign of the Balance. Of the three systems the Russian Government has retained the most antiquated and the least logical, which it now imposes on Poland.

CUBA.

The Capture of Bayamo—An Inside View of the Insurrectionary Government—Cespedes' Reasons for Burning the Place—Women, Children and Prisoners First Sent Off.

From the Diario de la Marina, Jan. 23.

Last evening we received a letter from Batabano, containing several interesting details of the evacuation of Bayamo, and also some of the circumstances that preceded the event. After beating the insurgents at Salado and in the Canto del Embarcadero, and completely dispersing them, General Valmaseda continued advancing till he reached Bayamo, which city he found almost reduced to ashes. Not being able to camp there he proceeded towards the sugar estate of Las Mangas, owned by the insurgent Figueredo, and from thence sent the communications to our chief authorities by the Lieutenant-Governor of Mazanillo, which have already been submitted to our readers. This communication was conveyed to Manzanillo, as already stated, by Don Pedro Ramirez. This gentleman is nearly related to Don Carlos Manuel Cespedes, and had been with the insurgents since the *pronunciamento* of Yara, but not voluntarily, as it would appear from what he asserted before several persons, on giving the following information. On Mr. Ramirez being asked by the Lieutenant-Governor the reason of his absence from Manzanillo since the events of Yara, he replied that when they occurred he happened to be at Bayamo on the side of the government, but did not take any active part and could not retreat from the vicinity, to prove which he presented a form of attestation on the part of the Lieutenant-General of that city and jurisdiction, which office was then filled by Mr. Udaeta. He acknowledges having been all the time at this gentleman's side, whose whereabouts since the fall of Bayamo he ignores.

Mr Ramirez mentions that Messrs. N. Grau and Ignacio Casas, merchants of Bayamo, and also a military doctor, presented themselves to his Excellency General Valmaseda, as the only persons who had not followed the insurgents, and whom he had left in the village of Datil, likewise fired by the numerous bands dispersed in all directions. The day previous to the last encounter with the column of General Valmaseda they made all the women, children, and prisoners leave the city, including the commander, Guajardo, who was wounded in one of the first encounters, and the family of Colonel Villares. Mr. Ramirez does not say anything about Commander Mediavilla, who, it will be recollected, went to relieve Mr. Mr. Udaeta, as lieutenant of the jurisdiction Mr. Ramirez further states that on several persons opposing the burning of Bayamo, Don Carlos Manuel Cespedes replied that he could not waver; besides he and his own family would be the principal losers, and moreover that Bayamo was an old city and it would be better to rebuild it. At all events, if the reasons were not convincing, brushwood and force were, and Bayamo was burning during three days. Here our correspondent mentions in particular that besides a few Dominican and Mexican leaders, the rebels beaten by General Valmaseda were peasants from the neighborhood, accompanied by a few colored persons. At the moment of the attack by the expeditionary force it is said that Don Carlos Manuel Cespedes had ordered 8000 men into the district. They were divided into several parties, and a great number were but badly armed. Doubtless many of these would already have submitted themselves had they not been held back by the calumnies published and repeated by the organ of the insurgents, assuring the fact that the peninsulars shoot all prisoners or those that fall into their power by other means. This belief is so deeply inculcated with the sensitive peasants that they have been heard to say that if they were assured a thousand times over they would still prefer dying under arms. The insurgents of Yara and Bayamo will doubtless have commenced to undeceive themselves, like those who devastated the district of Santiago de Cuba.

LEGAL INTELLIGENCE.

The Nichols Homicide.

COURT OF OYER AND TERMINER — Judges Allison and Peirce.—The trial of Martin Carroll is still in progress. The defense, as conducted by Henry C. Terry, John J. Hagadon, and Edward McCabe, Esqrs., offer to prove that when the prisoner went to Nichols' room the second time, he heard the latter say, "Let him in; I am ready for him with a bayonet;" and when he was engaged in the conflict with the woman, Bridget Reedy, the deceased ran towards them; and the prisoner, in his drunken condition, might well have supposed that an attack was about to be made upon him, and therefore struck the blow as in self-defense. Evidence of good character was also offered.

The case was brought to a sudden close. The testimony being concluded, Mr. Hagert, without argument, submitted the indictment to the jury, asking them to render a verdict of guilty of murder in the second degree, which was acquiesced by the defense, and which was accordingly rendered.

COURT OF COMMON PLEAS—Judge Ludlow.—Reidinger & Rascher vs. J. V. Hahnie. An action to recover on a book account for flour sold and delivered. The defense alleged that the account was incorrect. Verdict for plaintiff, $61 20.

Philip Bell and Joseph Berger vs. Michael Rodel. An action on a mechanic's lien, to recover for plastering done upon premises at Cooper and Tioga streets, in the Twenty-eighth ward. The defense alleged that the work was not completed, and was badly done. On trial.

COURT OF QUARTER SESSIONS—Judge Brewster.—Bail cases are still before the Court.

—An engineer offers to build three railroads over the Alps on a guarantee of $120,000 annual interest. He estimates the cost at nine million dollars.

INQUEST.

Coroner's Continued Investigation into the Circumstances of the Death of the Men Found in the Ruins of Caldwell's Store.

This morning at 10 o'clock Coroner Daniels, sitting in his office, continued the inquest upon the burnt bodies of the men found in the ruins of the fire at Ninth and Chesnut streets.

James E. Caldwell affirmed—Am one of the members of the firm of Caldwell & Co.; was out of town at the time of the occurrence, consequently know nothing about its origin; the night before the fire the whole place was entirely clean; there was not a handful of dirt, shavings, etc., in the basement; the basement had been swept, and all the sweepings collected in bins; the bins were open and bored, and had ordinary doors; the cleaning department of the store was under the front pavement; no combustible material was used there; no explosive acids; know of no explosive material in the building; the cleaning was all done under the front pavement; the basement south of the front pavement was clean; I have not been at all able to discover a theory satisfactorily to account for the fire; there was a little hay—sufficient for a day's packing—in a bin in the basement; the clerks who slept in the store were very careful, and I had the most unbounded confidence in them; gaslights were kept burning in the place all night.

Richard A. Lewis sworn—Am one of the firm of Caldwell & Co.; have no knowledge of the origin of the fire; was in the store until 10 o'clock on the evening of the fire; when I left everything was all right; noticed no unusual smell in the building; was in the basement twice during the day; think our basement was unusually clean at the time—not a scrap of paper on the floor; we were getting rid of all our superfluous packing materials and packing boxes; there were about two bushels of sawdust in the basement—always kept wet—used for sweeping purposes; all the sweepings were deposited in one place—I think under the Sansom street pavement; don't remember any smell of gas about our building.

Henry Lapsley affirmed—Reside on Sansom street, above Ninth—back of the place where the fire occurred; was awakened by a whizzing noise—then an explosion; then saw the flames; the fire came out of the western door of the store; thought at first that the fire was in Orne's store; heard a second report similar to the first; it sounded to me like the report of an explosion of gaseous matter.

John Rice sworn—Built the stores according to a contract, which was rigidly adhered to; my impression is that the explosion was in the flue leading up to the second floor; by the explosion an immense weight of matter was thrown upon the first floor, which crushed it through to the cellar, breaking off the gas-pipe and causing the fire; nothing but an explosion could have thrown out the flue; can't say whether there could have been an accumulation of gaseous matter in the flue or generated by the furnace sufficient to have caused the explosion; saw the fire start in Howell's store; have examined it since; two of the iron beams in Caldwell's place twisted out of their places by the heat, fell down, and carried with them portions of the wall in which their ends were placed; through the openings thus made the fire entered Howell's store; the ends of the joist did not abut against each other.

John McArthur sworn—Testified to the excellent construction of the buildings; the walls were solid and thick; the timber used of the best quality. (The witness furnished copies of the specifications of the three buildings to the jury.) I personally superintended the construction of the stores (plans exhibited); the buildings were originally intended to be heated by ordinary hot-air furnaces.

Benjamin F. Wright sworn—Was building inspector at the time the buildings were erected; examined them and deemed them very substantial and very well built; measured the distances the joists went into the wall; the deepest I found was six inches; the top part of the wall between Caldwell's and Howell's stores was 18 inches thick; this would leave at least six inches of brick between the ends of the joists; the flues spoken of was built in the ordinary way: I think there must have been some explosion in the flue in order to throw it out in the way it was thrown out.

Henry Horne sworn—Am employed in the gas office; on the morning of the fire had my attention called to the gas of the stores; took measures to have it turned off; did turn it off at the rear; it was afterwards turned off at the meter in front; we have a fireman who attends to these matters; he was at this fire very soon after it broke out.

Hugh Hawkins sworn—Am employed in the gas works; as soon as I got the alarm went to the fire to turn off the gas; reached the place and found the store in a blaze; couldn't find the stop-cocks in the pavements either at the rear or front; looked for them, but owing to the mud, water, and rubbish couldn't find them.

R. C. Snyder sworn—Am fitting inspector of the gas office; examined some pipe in the buildings which were burned; don't think there could have been a leak inside the ceiling of the first floor; the pipes were thoroughly proved.

A. W. Lowry sworn—Am meter inspector employed in the Gas office; made an inspection of Caldwell's meter twenty-one days before the fire, on December 24; it then stood at 252 500 feet; from Nov. 23 to Dec. 24 the average consumption of gas per day was 3306 feet; when the meter was taken out after the fire it stood at 311,700 feet; from Dec 24 to Jan. 14 the consumption was 59,200 feet; had the previous month's average been consumed, between Dec. 24 and Jan. 14, the amount consumed would have been 69,426 feet; 300 burners are used in the building; they use gas all day and all night.

John A. Miskey sworn—Am superintendent of the distribution of the public lamps; am employed by the Gas office; there could have been no escape of gas from the main in the street to the culvert, thence to Caldwell's building.

H. B. Huston sworn—Was in Caldwell's building until half-past 10 o'clock on the night of the fire; was down in the front cellar shortly before; everything was made right; looked back into the rear cellar, and everything there was all right; our cellar was thoroughly clean; know of no explosive chemicals being used in the place.

Joshua Husband, Esq., appeared before the jury and submitted the following theory of the explosion and the fire.—

"The explosion at Caldwell's store, just before the fire at Ninth and Chesnut streets, need not remain a mystery, as the mighty power of electricity is too well known to require elucidation. I have long since discovered that it has an affinity for hydrogen, one of the gases of water, which, when pumped into a boiler and made into steam (calorified hydrogen) escaped by use, leaving the electricity in the boiler, where its volume increases (unless conducted off) until a white, fleecy-looking summer cloud comes in range, when the attraction becomes absolute and an explosion ensues unless the tensile strength of the iron is too great to be rent; then the boiler may be lifted mid-air, until the electricity escapes to such cloud, when it falls to the earth again, in obedience to the laws of gravitation; or if the boiler is too well secured, *some seam must open* for its escape. What are the facts in this case? The boiler in said store was made of cast-iron spheroids, having necks, which are fitted together and held in place by wrought-iron rods extending through several of them, and secured at the ends by a head, screw, and nut. There is not in these spheroids one cubic foot of area, but a large or long surface of irregular-faced area, where the electrical element accumulates until, by its force, when excited, it sprung-stretched this rod (it being the weakest part), and escaped from one or more of the neck-joints, which rod instantly contracted, bringing those joints together, as it were, by a blow struck, which, with escaping steam, produced the explosive reports. Electricity, ever seeking cover, entered some inflammable material (as conductor to its destination), where, pressing the latent caloric to the surface, the oxygen of the air quickens it; hence the conflagration. Caloric is a diffusible element, part of organic matter, having volume of existence. Electricity has also volume of existence, ever betaking to cover in its translation, hence waterspouts, etc.; hence, also, the late conflagration."

Inquest adjourned until Monday at 10 A. M.

—Messrs. William Painter & Co., bankers, No. 36 South Third Street, report the following rates of exchange to-day at 12 o'clock:—United States 6s, 1881, 112@112¼; U. S. 5-20s 1862, 113¼@113½; do., 1864, 109¼@109½; do., 1865 110¼@110½; do. July, 1865, 108@108¼; do. July, 1867, 108⅛@108⅜; do. 1868, 108¾@109¼; 10-40s, 108@108¼. Compound Interest Notes, past due, 119·25. Gold, 136¼@136⅜.

SECOND EDITION

LATEST BY TELEGRAPH.

The Judicial Contest at Harrisburg—Another Prize Fight.

Financial and Commercial

FROM HARRISBURG.

Special Despatch to The Evening Telegraph.

The Thayer-Greenbank Contest.

HARRISBURG, Jan. 29.—The Hon. Thomas Greenbank appeared before the Joint Committee of the Legislature this morning, and put in his answer to the petition of M. Russell Thayer, in the matter of the contested District Judgeship of Philadelphia. The answer is very lengthy. After denying the principal allegations of the contestant the respondent alleges that a true addition of the precinct returns, as filed in the Prothonotary's office, will show a majority for himself of 229 votes. The following gentlemen of the Philadelphia Bar appeared as counsel for Judge Greenbank:—Hon. William A. Porter, Henry M Dechert and George Bull, Esqs.

A Prize Fight

is reported to have taken place near this place last evening. The combatants were known as light weight, and were both from Philadelphia. The affair appears to have been regularly, but hurriedly organized, with a referee, timekeeper, a bottle-holder, and other appliances. After thirteen rounds it is said that both contestants, becoming dissatisfied with some of the decisions which had been made, attacked their own referee and bottle-holder, and ended the affair in a grand melee. It is said that a lady was the original cause of the dispute.

THE EUROPEAN MARKETS.

By Atlantic Cable.

This Morning's Quotations.

LONDON, Jan. 29—A. M.—Consols for money 93⅛@93¼; for account, 93¼. U. S. 5-20s, 75½@75⅝. American Stocks steady. Erie R.R., 26¼; Illinois Central, 92¼.

LIVERPOOL, Jan. 29 — A. M. —Cotton steady; middling uplands, 11½d.; middling Orleans, 11¾@11⅞d. The sales to-day are estimated at 12,000 bales. Sales of the week 77,000 bales; for export, 12,000 bales; for speculation, 19,000 bales. The stock in port is 269,000 bales, of which 77.000 bales American.

Mess Pork, 95s. Petroleum quiet.

This Afternoon's Quotations.

LIVERPOOL, Jan. 29—P. M.—The stock of Cotton afloat is 301,000 bales, including 141,000 American.

Lard and Pork firm. Bacon, 59s. Tallow, 46s. 6d.

HAVRE, Jan. 29—P. M.—Cotton dull both on the spot and afloat. Sales on the spot at 133f.; afloat 135f.

LONDON, Jan. 29 — P. M. — Sperm Oil, £94. Tallow, 47s. 3d.

LONDON, Jan. 29—P. M —Consols, 93⅛ for both money and account. U. S. 5-20s, 75½. American Stocks easier, without change in quotations.

LIVERPOOL, Jan. 29—2 P. M. — Manchester advices are less favorable, and cause a dullness. Wheat dull: No. 2 red Western, 9s. 10d.@9s. 11d. Corn, 34s.@34s. 6d. for old, and 33s. 3d. for new.

PARIS, Jan. 29.—The increase of bullion in the Bank of France is 6,000,000f.

Markets by Telegraph.

NEW YORK, Jan. 29 —Stocks dull. Chicago and Rock Island 133 Reading, 98, Canton Company, 61; Erie, 38½; Cleveland and Toledo, 105¾; Cleveland and Pittsburg, 95; Pittsburg and Fort Wayne, 123⅜; Michigan Central, 119½; Michigan Southern, 95⅝; New York Central, 163¼; Cumberland preferred, 38½; Missouri 6s, 87½; 5-20s, 1862, 113½; do. 1864, 109½; do. 1865, 110⅛; new do., 108⅝; 10-40s, 108⅛. Gold, 136⅜. Money, 7 per cent. Exchange, 109¼.

BALTIMORE, Jan. 29.—Cotton quiet but steady; middling uplands, 28½c. Flour unchanged and in good demand. Wheat firm: sales of prime to choice red at $2·25@2·30. Corn firm: prime white, 85@86c.; yellow, 85@87c. Oats firm at 78c. Rye firm at $1·50@1·60. Pork firm at $30. Bacon active; rib sides, 17½@17¾c.; clear sides 18½@18¾c.; shoulders, 14½@14¾c.; hams, 20c. Lard firm at 20½@21c.

BANKRUPTCY.

How "Smartness" will Circumvent a Shaky Debtor.

A decision in bankruptcy, involving a very important point, has just been made by Judge Kreckel, of the United States District Court of Missouri. It appears that A. Johnson & Co., of St. Louis, obtained a judgment against W. W. Kerr, also a merchant, of Jefferson City, on the 8th of August, 1868. Other large claims were held against him in St. Louis, upon which suit was threatened. In his embarrassment Kerr went to St. Louis and called a meeting of his creditors, including A. Johnson & Co. All attended, and heard from him a statement of his affairs financially. A. Johnson & Co. stated the condition of their claim; that it had matured into judgment; and, retiring, took no further part in the creditors' meeting, but at once, by telegraph to their attorneys, caused execution to issue and levy to be made, which was done on the 20th of August, 1868. On the same day the creditors of Kerr participating in the meeting ordered him to go into bankruptcy. This he did, filing his petition August 25, 1868 On the 28th of August, 1868, he was adjudged and declared a bankrupt. The levy was made on the goods in the store, and the day after, by advice of counsel, it was closed by Mr. Kerr. Johnson & Co. were first made acquainted with the fact that they had obtained judgment by Mr. Kerr himself on the 18th of August; but they had, however, given instructions to their agents at Jefferson City in due time. Action was brought by Charles F. Johnson, assignee of Kerr, petitioning the Court to declare the levy void and of no effect, and also for an order directing the Sheriff of Cole county, G. H. Dulle, who had made the levy, to deliver the goods levied upon to the assignee. It was alleged in the petition that Johnson & Co., at the time of ordering the execution, knew that Kerr was insolvent and was about to go into bankruptcy, and that levy and seizure were made to hinder and delay creditors, to give Johnson & Co. a preference, and to prevent an equal distribution of assets under the Bankrupt law. The Judge held that there was nothing in the case to justify the conclusion that Johnson & Co. had any such intention or design; that what they did was done in the legitimate pursuit of the collection of an honest debt, and that the advantage obtained by their diligence they must be permitted to enjoy.

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH,
Friday, Jan. 29 1869.

There is no material change to record in the Money market. Call loans rule at 6@7 per cent. First class mercantile paper ranges from 7@9 per cent. per annum.

The Stock market was inactive this morning, but prices were steady. Government securities were firmly held. City loans were unchanged; the new issue sold at 100¼.

Railroad shares were the most active on the list. Reading sold at 49@49¼, a slight advance on the closing price of last evening; Pennsylvania Railroad at 57, no change; Little Schuylkill at 43½, no change; Norristown at 69 no change; and Philadelphia and Erie at 26¼, no change.

City Passenger Railway shares were in fair demand. Thirteenth and Fifteenth sold at 18, no change; Hestonville at 11, no change; and Green and Coates at 39, no change. 46½ was bid for Second and Third; 44½ for Chesnut and Walnut; and 28 for Girard College.

Bank shares were in demand for investment. Philadelphia sold at 158, an advance of ½, and Girard at 59, an advance of 1. 57 was bid for Commercial; 31½ for Mechanics'; 57 for Penn Township; 73½ for City; 43 for Consolidation, and 123 for Central National.

In Canal shares there was nothing doing. 10½ was bid for Schuylkill Navigation common; 20½ for preferred do.; 31½ for Lehigh Navigation; 29 for Morris Canal; 69 for Morris Canal preferred; and 12 for Susquehanna Canal.

PHILADELPHIA STOCK EXCHANGE SALES TO-DAY
Reported by De Haven & Bro., No. 40 S. Third street

FIRST BOARD.

$500 City 6s, mun.	100¼	15 sh Phila Bk..ls.s5.	158
$100 do..New	100¼	70 sh Lit Sch R.	43½
$100 do..New..2d	100¼	85 sh Norrist'n	69
$3100 do..New..ls	100¼	100 sh Phil & E.	26¼
$5000 do....New	100¼	8 sh Girard Bk	59
$1000 do....New	100¼	3 sh 13th & 15th	18
$1000 do....New	100¼	12 sh Hestonville	11
$1000 Phil & Sun 7s	9½	20 sh Gr & Coates	39
$5000 N P R 7s	88	200 sh Reading..ls.	49¼
50 sh Penna R..s5wn.	57	100 do	49 1-16
100 do...s60wn.	57	26 do..ls.	49
100 do...s60.	57	100 do	49 1-16
8 do	57	100 do...2d.	49 1-16
50 do...s5wn.	57	100 do..ls.	49
14 do	57	71 do...s5.	49

—Messrs. Jay Cooke & Co. quote Government securities, etc., as follows:—U. S. 6s of 1881, 112½@112¾; 5-20s of 1862, 113¼@113½; 5-20s, 1864, 109¼@109½; 5-20s, Nov., 1865, 110¼@110½; July, 1865, 108⅛@108⅜; do., 1867, 108⅛@108⅜; do. 1868, 109@109¼; 10-40s, 108¼@108½. Union Pacific bonds, 101¼@101½. Gold, 136½.

The New York Money Market.

From the Times.

"The Foreign Exchanges are steady at 109⅝ per cent. for 60 day bills on London, net cash, and 110¼ for short sight bills and for cable transfers—the latter having the preference, on account of the saving in the time and in the Government stamps.

"Money to the brokers worked easier than yesterday, and most of the transactions of the day were at 6 per cent., and some of them on 15 @30 days' time. We remark, however, a good inquiry from the brokers in the Railway market at 6 to 7 per cent. The *Bull* account at the Stock Exchange is largely in the ascendant, and there is less facility afforded than usual to lend out stocks to the use of the opposite party, in place of borrowing money upon them.

"The Public Funds of the United States show much dullness, and the Southern State Bonds decided dullness at lower figures, while, on the other hand, the Railway speculation gains additional strength day by day, and several of the Western roads are higher than for several weeks past. The New York roads fell off 2@2½ per cent. on Harlem; 1 per cent. on Hudson River, and ¾@1 per cent. on New York Central, Erie being wholly neglected, and the great bulk of the common stock, including the gigantic fraudulent over-issues of March, October, and November, 1868, being left in the hands of the Gould Fisk combination. It is rumored that they will defy the new rule of the Stock Exchange, which goes into effect on Monday next, requiring the registration of all stocks dealt in at the Exchange with some responsible trust company or banking institution in this city, and a further notice of at least thirty days of any purpose (and the object thereof) to increase the capital, either by new issues of shares or of convertible bonds. What the Boards of the Stock Exchange will do in the premises with the Erie stock is not yet known or surmised on the street, but the prevailing hope is that they will stand firm to their new rule."

From the Tribune.

"Money works steadily at 7 per cent. on miscellaneous collaterals and 6 per cent. on Governments. The activity at the Stock Exchange causes an active demand, but there is a full supply at legal rates for all borrowers in good credit. Commercial paper is unchanged at 7@9 per cent. for prime names.

"There is a continued demand from German bankers for Northwestern preferred for shipment, and still further heavy purchases are reported. The entire country through which this road and its connections run is peopled, to a great extent, with emigrants from Germany, and there is no nation so well informed as to the wealth and resources of the West as the German people. The fact that they have become heavy purchasers of our railway property shows that they have great confidence in their future value, and opens a new outlet for our railway property, of which this is but the beginning. The English people made large fortunes out of their investments in Illinois Central, and there is no good reason why the Germans should not reap equally large sums in Northwestern shares. The completion of the Pacific Road will give the road largely increased business, and the rapidity with which the territory through which it is built is being peopled bids fair, in a few years, to make it one of the most valuable of the Western roads. Its traffic in five years shows an increase of $4180 per mile, and so far this year the road has gained havily in its tonnage over 1868. The road has no floating debt whatever, and has reduced its bonded debt during the past year $550,000."

Philadelphia Trade Report.

FRIDAY, Jan. 29 —The Flour market presents no feature worthy of special note, and only a few hundred barrels were disposed of in lots for the supply of the home consumers at $5@5·25 for superfine, $6@6·25 for extras, $7@7·50 for spring wheat extra family, $8·50@10·50 for Pennsylvania and Ohio do. do., and $11@13 for fancy brands, according to quality. Rye Flour sells at $7@7 50 per barrel. Nothing doing in Corn Meal.

The Wheat market is devoid of animation, and prices are weak at the recent decline. Sales of red at $1 50@1 90, amber at $1 90@2, and white at $2@2·35. Rye is steady at $1 60@1·62 bushel for Western and Pennsylvania Corn is quiet; sales of 2000 bushels new yellow at 88@90c., and white at 82@85c. Oats are without improvement; sales of 3000 bushels Western at 72@74c.

Nothing doing in Barley or Malt.

Bark is firm at $45 per ton for No. 1 Quercitron.

Seeds—Cloverseed is in good demand, with sales of fair to prime at $8·75@9 25. Timothy is held at $3 75 and Flaxseed at $2·60@2·65.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

[BY TELEGRAPH.]

NEW YORK, Jan. 29.—Arrived, steamship Australasian, from Liverpool.

PORT OF PHILADELPHIA..........JANUARY 29.

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M..........42 | 11 A. M..........49 | 2 P. M..........57

CLEARED THIS MORNING.

Steamship Prometheus, Gray, Charleston, E. A. Souder & Co.

Barque Sarah A. Staples, Staples, Sagua la Grande, Workman & Co.

St'r Millville Renear, Millville, Whitall, Tatum & Co.

ARRIVED THIS MORNING.

Schr Julia E. Gamage, Lurvey, 4 days from New York, with salt to Calvin S. Crowell & Co.

Steamer Richard Willing, Cundiff, 13 hours from Baltimore, with mdse. to A. Groves, Jr.

ASHORE.

Barque E B Haws, from Liverpool, before reported below, went on the Shoal opposite Ben Davis Point, about 10 miles below Bombay Hook, at 8 P. M. on Tuesday last; she was hove off soon after into 28 feet of water; next morning, in starting to come up under tow, went on the same shoal again, and remains this morning; she makes no water, and if the weather continues favorable, she will get off without damage, after discharging part of her cargo.

DISASTER.

Schr Problem, Conwell, hence with 140 tons of coal, struck a rock while going into the wharf at Georgetown, D C., on night of 27th inst. and sunk soon after near the foot of G street, having had a hole stove in her bottom.

MEMORANDA.

Ship Belle of the Sea, Spear, hence, May 26, for Pichilingue, Lower California, had not arrived out on the 4th inst., and fears were entertained at La Paz for her safety, as she had been out upwards of 230 days.

Barque Ocean, from Liverpool for Philadelphia, was spoken 9th inst., off Ballycotton.

Barque Kosmos, Eilertsen, for Philadelphia, sailed from Flushing Roads 7th inst.

Schr Crescent Lodge, Hatch, for Philadelphia, cleared at New York yesterday.

SPIRIT OF THE PRESS.

EDITORIAL OPINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS—COMPILED EVERY DAY FOR THE EVENING TELEGRAPH.

The Bill to Wipe Out the Mormons.

From the N. Y. Herald.

Mr. Ashley's bill concerning the boundaries of the States of Nevada, Minnesota, and Nebraska, and the Territories of Colorado, Montana, and Wyoming, having been twice read on the 11th instant, referred to the Committee on the Territories and ordered to be printed, was on the 14th instant reported back with amendments, and its further consideration was postponed until the 28th instant. It is, almost without disguise, a bill to wipe out the Mormons. By parcelling the region which, it is but just to say, was not long ago a wilderness, that the Latter Day Saints by admirably organized and persistent industry have made to blossom like the rose, this bill proposes to divide the Mormon forces and thus bring them more directly than before under the control of the United States Government, of the common law, and of the almost universal sentiment of Christendom condemnatory of polygamy as preached and practised by the disciples of Joe Smith.

We have here nothing to say of the personal schemes of political ambition and land speculations involved in this bill. It is of comparatively little importance to the public at large whether the passage of the bill would help Mr. Ashley or anybody else to become Governor of Montana and future United States Senator, or cheaply enrich this or that speculator at the expense of the Mormons, who have already done so much to develop the resources of the distant regions to which they were driven by religious persecution, and from which it is presumed they will again be driven in consequence of the passage of Mr. Ashley's bill. It is likely that this bill will meet with spirited opposition on the part of Mr. Hooper, delegate from Utah, and Mr. Burleigh, delegate from Dacotah, which also is wiped out by its provisions. Others are pledged to protest in Congress against the inexpediency, if not the injustice, of such a mutilation of the map of the United States as Mr. Ashley proposes. Unquestionably Congress, as composed of representatives of the people of the United States, has a perfect right to legislate with reference to all territorial questions. It has the right to sanction the partition of the State of Texas or that of the State of Michigan, so earnestly desired by the inhabitants of the Upper Peninsula, who would like to have it ceded to the General Government for the purpose of organizing the Territory of Superior, and who offered at the recent Territorial Convention at Houghton very strong arguments in favor of this purpose. But the question of the proposed partition of Utah and the abolition of its Territorial Government presents a peculiarly difficult problem. It would be undignified for the Government of the United States to try to cut the gordian knot of this problem by anything like a Yankee trick. Without discussing whether Salt Lake City polygamy is or is not worse than unrecognized poligamy in Boston, New York, Philadelphia, Washington, London, Paris, Vienna, or any other city in Christendom—without comparing it even with what we consider the much less objectionable system which prevails in Constantinople—we must say that in our opinion the question before Congress is mainly of expediency. Congress has now to decide whether it is more politic by obnoxious, or only apparently obnoxious, legislation, to afford the Mormons the immense advantages which every religious sect derives from persecution, or to leave to the Pacific Railroad, with all its irresistible civilizing influences, the task of speedily effacing in Mormondom whatever is inconsistent with modern ideas of progress. It is not improbable that Mr. Ashley's bill, which would cut Utah to pieces and give the fragments to the adjoining States and Territories, which also divides Minnesota and Nebraska, and which despoils Idaho by giving half her territory to Montana, will be defeated.

General Butler's "Similitudes."

From the N. Y. Tribune.

General Butler, as a financier, has done better than some; he has added to the stock of public thought, and has widened the popular view of our financial situation. It is too early yet to predict whether any of his suggestions will become part of the financial policy of the country. We regard his speech as far more able than his plan. He plans badly; but the worse his plan the finer the opportunity for displaying his powers of speaking well for a bad client. He proposes that the present greenbacks and national bank notes be withdrawn, and Treasury "certificates of value," or pictures having a "similitude to money" not redeemable in gold, but only receivable for taxes and customs, and made legal tender in payment of all private debts, be issued in their place, to the amount, in disbursements by the Government, of $350,000,000, and to the further amount, on the application of bondholders, of 90 per cent. of all the six per cent. bonds outstanding, provided the holders of those bonds shall deposit them with the Government as security, and pay 3 65-100 per cent. per annum for their use. Fractional coins are also to be issued of the intrinsic value of 50 per cent. of the nominal amount of the present fractional currency, now worth in specie 75 per cent. of its face. The proposition closes the national banks as banks of issue, and converts the Trearury into one vast national bank of issue, authorized theoretically to loan the bondholders, on the security of $1,750,000,000 of six per cent. bonds, a volume of currency amounting to $1,575,000,000, which, with the $350,000,000 of currency to be issued in redemption of the greenbacks and for Government expenses, amounts to a grand total of $1,925,000,000 of currency thus legally authorized.

The question how much of this will ever be issued depends, by the terms of the bill, not on the will of the Government, or of the Secretary of the Treasury, but on the interests of the bondholders alone. The principal bondholders are at present the national banks, savings banks, insurance and trust companies, and foreign and American capitalists desiring them as a means of investment. It is important to bear in mind that very few of the bonds are held by the commercial and business classes. Mr. Butler argues that this currency will be uniform, sound, cheap, stable, and elastic. He cannot mean, by uniform, that we will not still be compelled, by good faith, law, and express contract, to provide coin with which to pay the interest on our five per cent. and six per cent. bonds. To this extent we must still have one currency for the Government and its creditors and another and depreciated one for the people. In order to provide coin for paying the interest on the bonds, if our customs as well as internal taxes are payable in these similitudes, the Government must sell them or its bonds in the market to get the gold. Either the Government must repudiate the interest (as well as principal) of the debt, and its express promise and written law (as well as its good faith), or it must in some way receive and pay out about $130,000,000 in gold per annum. To this extent our currencies would be no more uniform than before. That the Government could buy half a million of collars in gold a day with paper "similitudes," which can be issued to any required extent, and continue to do this from year to year until the country would have "grown up to" specie payments, more smoothly, cheaply, and efficiently than it could collect that sum for duties, General Butler may fully believe. We do not. He explains to us with great clearness that the value of our present currency depends upon, and is conferred by, that of the bonds, insomuch that when the recent German war caused Prussians to sell our bonds largely, in order to invest in the new loans their own Government was putting on the market, and in consequence our bonds declined, for a reason wholly disconnected with our own credit or business, all the efforts of Secretary McCulloch by selling gold to prevent our greenbacks from declining also, as shown by the continued rise in gold, were unavailing. Greenbacks fell to the level of our bonds. General Butler was on a good scent here, and he should have followed it further. Having shown that the value of our present currency depends on that of the bonds, he should have told us what the value of the bonds depends upon. He could not have avoided the conclusion that the value of the bonds depends upon the adequacy of the provision made by us for paying their coin interest. Capitalists judge of the value of any investment by the adequacy and certainty of the interest. If that is kept right they can get the principal at any time by selling the bond. German, English, and American capitalists will pay only 75 per cent. of its face for an American bond, because under our system of government there is about one chance in four that all provision for meeting the interest will be repealed. Our bonds sell at 78 at Frankfort, because we can show our German friends that we have a gold revenue of $160,000,000, all pledged to the payment of a coin interest of only $130,000,000. If on this argument alone the consents to pay 78 cents per dollar for our bonds, and if this causes our greenbacks to be worth 72, what would either bonds or greenbacks be worth if, as proposed by General Butler, all provision for a gold revenue were repealed, and the Government could get no gold whatever, except by buying it in the market? What would be the nature and extent of the "corners" and the gold gambling which would result if the brokers of Wall street knew that the Government must buy gold at the rate of half a million a day in open market, or repudiate its interest at the end of six months? Whether it may not be possible at some future time to base a paper currency entirely on credit, to have it irredeemable in gold and yet maintain a steady value in exchange for other forms of wealth, is a proposition apparently utopian, but upon which, as we have said, we are not disposed to dogmatize. We do strongly believe, however, that if to-day General Butler's bill repealing all provisions for a gold revenue from customs, with which to meet our annual interest, were passed, our bonds would tumble down to twenty-five or thirty cents, gold would rise to three hundred, the Government would find it impossible to buy half a million of gold per day with its new Butler "similitudes," and, unless it promptly returned to its present position, it would have to repudiate its interest within six months for want of coin.

General Butler argues in a circle as to the value of these "similitudes." He says they will be valuable because they will pay customs as well as taxes and debts; but he forgets that the value of the customs will depend on that of the currency in which they are paid. He cannot rest the value of his similitudes on the customs duties and the value of his customs on his similitudes, with nothing for either to rest on. In reality, the value of the "similitudes" will be only what they derive from being "legal-tenders;" and this, as General Butler shows, depends on the value of the bonds, which in turn depends on coin interest, which General Butler abolishes, by abolishing a coin revenue. This lets the bottom out of his whole plan. General Butler's currency would fail in soundness, therefore, even more signally than in uniformity.

General Webb in Brazil—His Controversy with Admiral Davis.

From the N. Y. Times.

We have recently published in the *Times* a very interesting official correspondence between General J. Watson Webb, our Minister in Brazil, and Admiral Davis, in command of our squadron on that coast. It seems that, in its official publication under direction of the State Department, this correspondence has been very materially emasculated—the Secretary not deeming himself authorized, under the call of the Senate, to publish so severe an arraignment of the action of the Navy Department as is contained in the letters of General Webb.

It will be seen that General Webb deals with the whole question, and with all the parties involved, with characteristic frankness, independence and impetuosity. Where he has instructions he follows the line of conduct which they mark out, with vigor and fidelity—especially if they seem to him adequate to the emergency; where he has none he acts all the same—never hesitating to "take the responsibility" upon himself.

The whole difficulty, as the public pretty well understands, grew out of the refusal of the Commander-in-Chief of the Allied armies, and of the Brazilian forces, to permit an American war vessel first to pass the blockade and convey our Minister, Mr. Washburn, to his destination, the capital of Paraguay, and next to bring him away after his position had become dangerous. General Webb demanded a reversal of this decision, the censure by the Government of the Secretary who made it, and such general redress as the insult to our flag seemed to require.

Failing to secure either of these demands, the General made the peremptory demand, either for permission for the Wasp to go through the blockading lines, or for his passports. Admiral Davis, who seems to have taken a different view both of the Minister's duty and of his own, remonstrated very strongly against the demands made by General Webb, which, instead of inducing him to waive them, or modify them in any respect, only had the effect of drawing the Minister's attention to the Admiral's dereliction of duty, and to bring down upon himself a very sharp and protracted correspondence.

It is claimed, on General Webb's behalf, that his prompt and vigorous interposition actually saved the lives of Mr. Washburn and his family—while in doing this he had to contend, not only with the Brazilian Government and the chiefs of the allied forces, but with the inactivity and incompetency of Admiral Davis, of our own squadron. It will not be denied or doubted that he acted with a degree of promptness and vigor, and with a paramount regard for the honor of his country and the safety of his countrymen, quite characteristic of his whole career, both at home and abroad.

Scan. Mag. in the "Tribune."

From the N. Y. World.

It is a heinous thing and not to be borne which the *Tribune* has done in respect of General Grant. There may be many minds of many men as to the civil capacity or the military merits of General Grant, but there can be no rational dissent from the proposition that he is at this present writing a "high personage" in the land. He is the actual Commander-in-Chief of the Federal forces and the prospective Chief Magistrate of the Republic. The reduction of the army may have impaired his importance in the office which he is about to resign, and the distrust of his radical supporters may curtail his influence in the office which he is about to assume. But a General of the Armies must always be a functionary of some consequence, and a President must hierarchically represent the collective dignity, even if an usurping Congress forbids him politically to exert the collective force, of the Republic.

And therefore it is that the *Tribune*, by sundry recent publications concerning this conspicuous citizen, has made itself guilty of the ancient and abominable offense of *scandalum magnatum*. This offense consists, according to the statutes by which it was first defined in the reigns of Edward I and Richard II, "in any wrong, by words or in writing, done to high personages of the land, such as peers, judges, ministers of the crown, officers in the state, and other great public functionaries, by the circulation of scandalous statements, false news, or horrible messages, by which any debate between them and the Parliament or any scandal to their persons might arise." Such a wrong is *scandalum magnatum*. It differs from mere promiscuous and malignant lying about private persons in that it is reduced to no certain rules and definitions, but it may be whatever shall be judged to be derogatory to the high character of the person of whom it was spoken. An old Nisi Prius report tells us that, while it was held to be harmless to say of a common person "he is no more to be valued than a dog," it was held to be *scandalum magnatum* to say the same thing of a peer.

In like manner, while it would be harmless for the *Tribune* to say of a common person—as, for example, of H. G. before he is raised to the rank of Envoy to England—that he "lies" or that he is a "villian," it would be *scan. mag.* to say the same thing of H. G. after he had been presented as the American Minister to her Majesty Queen Victoria. Or for the *Tribune* to have said of Ulysses S. Grant, tanner in Galena, that he "didn't know his own mind," or that he "went back on his own words," would have been harmless. But for the *Tribune* to say, as it said the other day of General Grant, "by authority," that he denied ever having uttered "to any human being" any opinions whatever on public questions and public men, was an open *scandalum magnatum*.

Again: For the *Tribune* to have said of any private person—as, for example, of George Francis Train—that he objected to the treaty just negotiated between England and America, because the "true measure of our American claims against England was the sweeping of our whole commerce from the seas and the prolongation of the civil war for a year by English sympathy with the Confederates," would have been harmless. But for the *Tribune* to say this, as it said this Wednesday, "by authority," of General Grant, was also an open *scandalum magnatum*. For though such words of themselves really may mean no more when put into the mouth of General Grant than they would if put into the mouth of George Francis Train, still such is the responsible position of General Grant that they commit him to one of two alternatives, either of which is a "horrible" thing to think of. If they are to be supposed to prefigure the foreign policy of General Grant, the utterance of them must be interpreted either as a most unworthy and artful attempt to prevent the outgoing administration from effecting the settlement of an important question (and this, by exerting an unconstitutional and debasing influence upon the Senate through the personal hopes and fears of its members in the matter of patronage yet to be), or as designed to make the English Government recede from the treaty, by putting that government, as it were, under a direct menace from the incoming American administration.

If, on the other hand, they are to be supposed to represent nothing at all but an ebullition of personal feeling and temper on the part of General Grant, then the utterance of them would put him into the odious light of seeking to persuade the popular mind that, if the country would only have waited until after his inauguration for the settlement of the "Alabama claims," the country would have seen Great Britain compelled to atone for her misdeeds by the payment to us of the difference between the value of our foreign commerce in 1860 and its value in 1865, *plus* the whole of the last year's expenses of the war—a sum which, in the aggregate, we need not say, would go a long way towards clearing off the national debt. Of course, General Grant never uttered the language imputed to him by the *Tribune*. But there are many fly-gobblers in the land, readers of the *Tribune*, who will believe that he did utter it, just as the same persons on the same authority believed that he really did deny the authenticity of the much more rational and respectable observations recited as falling from him on a variety of topics by a trusty and intelligent correspondent of the *World*.

And therefore, we repeat, alike by its denials and by its affirmations, the *Tribune* has committed the crime of *scan. mag.* against a "high personage." It has done its worst to discredit and make him appear ridiculous. If the perpetrator of these misdeeds will give himself up, we should recommend his being let off with a few years in the Dry Tortugas. If he obstinately hides under Windust's table or in the crown of H. G.'s hat, then let the whole *Tribune* staff be arbitrarily arrested by Superintendent Kennedy, and subjected to the *peine forte et dure* of reading Badeau's "Military History of General Grant" or Greeley's "American Conflict" until the guilty person shall consent to plead.

Congress Nothing but a Caucus.

From "Brick" Pomeroy's N. Y. Democrat.

Under the despotic rule of the radical majority of Congress, legislation has become nothing but the partisan action of a political caucus. Everything is decided upon in a caucus of radical members, and then is put through under the spur of the previous question," cutting off all debate, almost choking down all thought about matters of the most vital importance to the present and future well-being of our country.

The *Tribune's* Washington correspondent of Tuesday says:—"A caucus of the Senate will be held to-morrow morning, for the purpose of considering the relative importance of the various measures before Congress, and determining the course of action thereon."

Hear that, people of America! All the action of Congress is "determined" in a purely partisan caucus. There is no act of your National Legislature that deserves any higher respect than the edict of a caucus. So far as the dignity and justice of legislation are concerned, this caucus might just as well be held in the "Loyal League" pest-hole in this city, and its daily action proclaimed to the public in the columns of the *Tribune*, as to go through the expensive farce of doing the business at the Capitol in Washington. The entire legislation at the Federal capital is controlled by some fifteen or twenty radical leaders. They coot all and shape all, while the rest of the radical members stupidly acquiesce in their work, and then the whole is rushed through the abominable farce of Congress by the omnipotent previous question. Now we say these fifteen or twenty leaders might just as well meet in some congenial whisky hole for "determining" what shall be law, and then proclaim the same through the radical press, thereby saving the people all the useless expense of Congress. And this course would also save the Democratic members from the humiliation of belonging to a so-called legislative body, in which they have really no more influence or recognized right than they have in the negro Assembly of Hayti.

For example, there are a great number of vacant offices, both at home and abroad, and President Johnson, with a proper regard for the public welfare, has sent to the Senate names to fill them. Forthwith the radical leaders call their caucus, and in secret session determine not to act upon a single case, thereby leaving this great number of offices still vacant until Grant has a chance to supply them from the great batch of thieves who are waiting without to be let into the public crib.

Recently President Johnson nominated two of the best officers in the whole army to be advanced to the post of brigadier-generals in the regular army. The radical caucus was called to "determine" upon these cases, and it was decided that they should not be confirmed, for the simple and sole reason that they are gentlemen of too much respectability and too much honor to be relied upon to do whatever infamous and dirty business the caucus may please to demand of them.

So gradually both the civil and the military service are being weeded of all efficiency and all respectability, and their place filled with the disreputable tools of the *caucus*.

Our Government is a *cau-cus*, particularly the *cus*.

Three Black Crows.

From the N. Y. Tribune.

The investigation of the Alaska purchase seems to have nearly reached bottom at last, and a very pretty little affair it is when we get at the truth. Our readers will remember that a Captain R. J. Hinton wrote from Washington to the Worcester *Spy* a story that over $2,000,000 of the price paid for Alaska had been distributed among newspaper editors, correspondents, lobbyists, and other persons, for the purpose of promoting the sale, and a list was given of the principal newspapers said to have been bribed. A committee of Congress has been about six weeks looking into these charges. One journalist after another was called and examined. None of them had received any bribe or been offered any, but several had "heard" that money had been used. There was rumor of a man named Noah who had said that Mr. Robert J. Walker, the Czar's "counsel," paid him $2000 for services as a newspaper correspondent; but Noah, being found, protested that he never had got a cent and never had spoken to Mr. Walker in his life. The man named Hinton was called, and confessed that he had no knowledge of the truth of the statements he had been the first to publish, and got all his information from a man named Martin, who professed to have a list of the persons bribed by the Russian Government. The man named Martin was examined, and knew nothing at all about the case. He referred his questioners to a man named Tasistro The man named Tasistro was equally ignorant, but thought Mr. Seward and General Banks, at all events, must have been bribed, because they were both "flush" of money about that time; and if they did not get it from Baron Stoeckl, where the mischief did they get it? So the story of the Russian bribery seems to amount to this—that General Banks has bought land and Mr. Seward has paid off a mortgage. Really we think the farce has gone far enough.

Several interesting facts, however, have been developed in the course of this otherwise barren investigation. There was the high principle of Mr. Robert J. Walker, who would not touch a $26,000 fee for lobbying the purchase through Congress, unless it came in the shape of a regular "counsel's fee." There was the unexampled kindness of the Washington *Chronicle* and *National Intelligencer*, which gave up their space to Mr. Walker's articles on Alaska. There was the gratitude of Mr. Walker, who hinted that one or both of them ought to receive some pecuniary recompense for the damage they must thereby have suffered There was the delicacy of the editor of the *Chronicle*, who waived his claim to the $3000 offered in obedience to this suggestion in favor of the publisher. There was the promptness of Mr. D. C. Forney, who didn't waive his claim at all, but took the money, and we hope has made good use of it. And finally, the investigation has shown us how a certain class of journalists manufacture Washington news, and with what extreme caution it is necessary to read the Worcester *Spy*. Upon the whole, the information may be worth the trouble it has cost to get it.

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ALSO, OFFICES AND LARGE ROOMS suitable for a Commercial College. Apply at
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At which rate the holder of GOVERNMENT SECURITIES can make a profitable exchange.

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No. 35 SOUTH THIRD STREET,
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PACIFIC RAILROAD NEARLY FINISHED.
1550 MILES BUILT.
The Union Pacific Railroad Co.
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Have added Eight Hundred (800) Miles to their lines during the current year, while doing a large local passenger and freight business. The through connection will undoubtedly be completed next summer, when the through traffic will be very great. Forty thousand men are now employed by the two powerful companies in pressing forward the great national highway to a speedy completion. Only 200 miles remain to be built, which mostly are graded and ready for the rails.

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The principal and interest of both Bonds are payable in gold.

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Interest SEVEN PER CENT., clear of all taxes payable in GOLD August and February, for sale at 97½ and accrued interest in currency. Also

First Mortgage Bonds of the Danville Hazleton, and Wilkesbarre Railroad.

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Pamphlets with maps, reports, and full information of these roads always on hand for distribution.

DEALERS in Government Bonds, Gold, Silver Coupons, etc.

STOCKS of all kinds bought and sold on commission in New York and Philadelphia. 11 3 tuths

WOODLANDS CEMETERY COMPANY.—The following Managers and Officers have been elected for the year 1869:—

ELI K. PRICE, President.

Wm. H. Moore, Wm. W. Keen,
Samuel S. Moon, Ferdinand J. Dreer,
Gillies Dallett, George L. Buzby,
Edwin Greble, B. A. Knight.

Secretary and Treasurer, JOSEPH B. TOWNSEND.

The Managers have passed a resolution requiring both Lot-holders and Visitors to present tickets at the entrance for admission to the Cemetery. Tickets may be had at the Office of the Company, No. 813 ARCH Street, or of any of the Managers. 1 22

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Patent Wire Railing, Iron Bedsteads, Ornamental Wire Work, Paper Makers' Wires, and every variety of Wire Work, manufactured by

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A Liberal Difference allowed.

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GREAT RHEUMATIC REMEDY,

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Trusses, Abdominal Supporters, Elastic Body Belts, Stockings and Bandages, correctly adjusted by a competent Lady, at

"SEELEY'S TRUSS ESTABLISHMENT,"
1 29 wfm No. 1347 CHESNUT Street.

NEWS SUMMARY.

City Affairs.

—Last evening an unoccupied brick building, Thirty-fourth street and Darby road, fell down. No one was injured.

—The seventy-first anniversary of the First Reformed Presbyterian Church, Broad street, near Spruce, was celebrated last evening.

—The Mayor yesterday appointed James Moore, Jacob M. Milne, Francis McGuigan, Michael Driscoll and John A. Weiss patrolmen.

—The Society for the Prevention of Cruelty to Animals yesterday caused the arrest and binding over of Jacob Fogel, on the charge of cutting the tongue out of a horse some three months ago.

—Mr. Samuel Koble, of Milwaukee, Wis., was robbed on Wednesday evening of a pocket wallet containing $240, which was taken from a side pocket in his coat at the depot of the North Pennsylvania Railroad Company.

—The eighty third anniversary of the Philadelphia Society for Alleviating the Miseries of Public Prisons was held last evening, when the following persons were elected officers of the society:—President, James J. Barclay; Vice-Presidents, Joseph G. Chandler, William S. Perot; Treasurer, William Duane; Secretaries, John J. Lytle, Edward Townsend; Counsellors, Henry J. Williams, Charles Gibbons.

—The monument erected over the remains of the late Rev. Isaac Leeser, in the cemetery of the congregation of Beth El Emeth, at Fifty-sixth and Market streets, was dedicated yesterday afternoon. Service was read by Mr. A. J. R. Pereira, and a brief eulogy of the deceased was delivered in English by the Rev. George Jacobs, the minister elected to fill the vacancy caused by the death of the Rev. Mr. Leeser, and one in German by the Rev. Dr. Bettleheim.

—A meeting of the journeymen plumbers was held last evening at the N. W. corner of Eighth and Locust streets, to form a protective society. Mr. John McGinley occupied the chair, and William McGonigle and Edward Carr acted respectively as Secretary and Treasurer. Seventeen shops were represented by delegates. On motion, "The Journeymen Plumbers' Association" was adopted as the name of the society. A committee of six was then appointed to draft a constitution and by-laws, and the meeting then adjourned until Friday next.

—The annual report of the managers of Wills Hospital shows that 205 patients were admitted to the wards of the hospital during the year, who, with 13 who were in the house at the date of the last report, make a total of 218 in-door patients; 201 were discharged during the time, of which number 130 were cured and 53 improved. The total number of out-door or clinical patients under treatment was 2700; the number of surgical operations performed on house patients was 144, and on Dispensary patients 241, making a total of 385. The expenses of the year amounted to $9239 23.

—The Grand Jury for the January term have acted upon 409 bills, of which 262 were returned true and 147 were ignored. Visits were made to the public institutions. The male department of the County Prison was found inadequate to the requirements of law, for in many instances they found as many as three persons confined in a cell intended for one person. The erection of a House of Correction is again urged in order to relieve the crowded condition of the prison and Almshouse. The parade ground is recommended as a suitable site for the building.

—The anniversary of the Union Temporary Home, situated at the corner of Poplar and Sixteenth streets, was celebrated yesterday. The annual report shows that there are at the present time sixty children under the care of the managers. The health of the institution has been good, but two deaths having occurred during the year. On Sundays the inmates of the Home attend religious service at the United Presbyterian Church, Sixteenth and Master streets.

The report of the Treasurer showed that receipts amounting to $5000 had been received during the year.

Domestic Affairs.

—Gold closed yesterday at 135¾.

—The New England Labor Convention finished its labors yesterday.

—$400,000 in specie was shipped to Bremen from New York yesterday.

—General Grant spent an hour in the House of Representatives yesterday.

—The receipts of the United States Treasury at St. Louis last year were $32,180,034.

—A Canadian was robbed of $14,000 in a gambling saloon on Broadway, on Wednesday night.

—The Republican State Central Committee of Virginia have called a State Convention for March 9.

—It is now expected that the Eastern and Western sections of the Pacific Railroad will be joined by about April 1.

—Several Indian chiefs arrived in Washington yesterday for the purpose of treating with the Government in regard to land sales.

—Hon. S. B. Chittenden, formerly Register of the Treasury, favors the removal of the existing prohibition of the further issue of gold-bearing bonds.

—C. J. Theriott, a clerk in the export bureau of the New York Custom House, was yesterday arrested on the charge of forging papers to obtain drawbacks.

—The "Southern Direct Trade Meeting," called to assemble at Knoxville, Tenn., has been postponed until the assembling of the Commercial Convention at Memphis in May.

—The stockholders of the Cleveland and Mahoning Railroad have voted to sustain the directors in their protest against the transfer of the lease of the Atlantic and Great Western to the Erie Railroad.

Foreign Affairs.

HAVRE, Jan. 28.—The steamship Pereire, Captain Duchesne, sailed hence on January 15 for New York, touching at Brest, which port she left on the 16th inst. She experienced stormy head winds and heavy weather almost from the start. The storm increased in violence until, when five days out from Brest, it became a furious gale, which threatened the destruction of the ship. Heavy seas broke over her, carrying away entirely the forward deck, cabin, and dining saloon for second-class passengers, flooding the engine room, and partially disabling the ship. The storm caused the vessel to lurch tremendously, and the passengers and crew were thrown from place to place with great violence.

The loss of life and injury to persons on board are attributable to this cause only. On January 21 she shipped an immense sea, estimated at one thousand tons of water, which completely flooded the cabin and killed one of the passengers, a Miss Funckleburg, from Germany.

The storm coming from the west, and Captain Duchesne doubting of his ability to successfully ride it out, thought it prudent to put his ship about, which was done, and she arrived safely at Havre on January 26.

As before stated, three of the crew and three second-class passengers were killed and many others injured. These injuries, however, are mostly slight, and all are now doing well. Catagrau, the Catholic priest, Foulquier, a Frenchman, and Miss Funckleburg were the only passengers killed, the latter having her neck broken.

No first-class passengers were hurt.

The passengers will go forward to New York in the St. Laurent on Saturday next. Before the arrival of the Pereire at Havre, the passengers assembled in the cabin, and unanimously passed resolutions complimenting Captain Duchesne for his courage and seamanship, as demonstrated not only in the present case but many times before, especially in the collision of the Ville de Paris with the Arctic on the American coast some years ago.

LONDON, Jan. 28.—Later news has been received from Paraguay via Rio Janeiro. The town of Angostura, to which the Paraguayans retreated after the battle at Villeta, was soon afterwards captured by the Allied forces, and Lopez fled with the remnant of his army into the interior. General McMahon, the American Minister, is ill accompanied Lopez. Admiral Davis was at Buenos Ayres.

TRIESTE, Jan. 28.—An extensive fire occurred in the business part of this city last night. The custom-house, railroad depot in the vicinity, and several government warehouses were destroyed.

MADRID, Jan. 28.—The provisional government, for the purpose of preventing a repetition of such outrages as the one just perpetrated at Burgos, has issued a decree establishing equality of religious sects before the law.

HAVANA, Jan. 28.—The Spanish man-of-war Venadito, after a sharp chase, captured, near Key Romano, an English schooner, hailing from Nassau, with twenty-two native Cubans on board, on their way to join the insurgents on this island. It is reported that during the chase, the schooner, seeing capture inevitable, threw overboard a quantity of arms and ammunition.

Spanish accounts continue to represent that the insurgents in the eastern department, in large numbers, are presenting themselves to the authorities and claiming the benefits of the amnesty proclamation.

The wrecking schooner Arrieta, seized on suspicion, has, after an investigation, been released, there being no evidence that she was engaged in carrying supplies to the rebels.

The charges against Captain Adams, of the steamer Moro Castle, for carrying passengers without passports have been dismissed.

Since the recent disturbances, the theatres and all other places of public amusement have been closed.

HAVANA, Jan. 28.—Sugar more active, and business is reviving, but grades suitable for export are scarce.

Exchange on London 15@16 premium; on the United States, 60 days sight, currency, 25@23 discount. Gold 3¾@4 premium.

CITY COUNCILS.

The regular stated meeting of both branches of Councils was held yesterday afternoon.

Select Branch.—President Stokley was in the chair.

Mr. King introduced a note from the new City Controller, announcing the appointment of his clerks (as already published), and asking their confirmation.

A note was received through Mr. Kersey from the Alumni of the Central High School, inviting Councils to be present on the occasion of the delivery before them of the annual address, on the evening of February 16. Accepted.

A further note was received from Mr. W. Morris Davis. The writer says that in consequence of other business he is obliged to decline his appointment as a member of the commission for the erection of new public buildings.

A communication was received from Mr. James E. Cummings, submitting a number of properties as eligible for a site for a new house of correction.

The 34th annual report of the managers of Wills Hospital was presented, as follows:

To the Select and Common Councils of the City of Philadelphia:

The managers of the "Wills Hospital for the relief of the Indigent Blind and Lame" respectfully submit their thirty-first annual report.

The hospital under their care has been continuously open during the past year, and has been visited semi-weekly by committees of the board.

The plan of holding a daily clinic for the treatment of out-door patients, which was adopted just previous to the date of the last annual report, has been found to work admirably in practice, there having been an increase in this class of cases of more than forty per cent. over the number reported last year.

It has also been recently determined to hold two operative clinics weekly, instead of one as heretofore, which will facilitate the labors of the surgeons as well as afford additional opportunities for relief to patients and instruction to physicians and students.

The necessity of additional surgical force, owing to the largely increased clinical practice, having become apparent, the managers have during the year elected four assistant surgeons; and having been fortunate in securing the services of gentlemen well qualified for the position, the change has been of obvious advantage to the institution.

There have been received into the wards of the hospital, during the year, two hundred and five patients, who, with thirteen who were in the house at the date of last report, make a total of two hundred and eighteen in-door patients. The number discharged during the same time was two hundred and one, leaving seventeen in the house at present.

Of those discharged there were:

Cured,	130
Improved,	53
Incurable,	13
Eloped,	1
Not treated,	4
	201

The total number of out-door or clinical patients under treatment was - - - - 2700

Whose nativity was as follows:

United States,	1650	Switzerland,	7
Ireland,	669	France,	7
Germany,	200	Canada,	4
England,	100		
Scotland,	38		2700
Wales,	25		

The number of surgical operations performed on house patients was 144, and on dispensary patients 241, making a total of 385, of which 58 were for cataract and 44 for strabismus—the remainder being for various diseases of the eye.

The expenses for the year were as follows:

House expenses,	$6124 22
Salaries and wages,	1854 40
Medical department,	531 28
Real estate (repairs and improvements),	729 33
	$9239 23

There has been received from board of patients and paid to the City Treasurer the sum of $1480 06.

No appropriation to the funds of the hospital having been made by the State Legislature, a deficiency for the year seemed imminent, but owing to the liberal action of Councils, which the managers desire gratefully to acknowledge, the current expenses have all been met.

The sale of building lots, which was some time ago authorized by Councils, has been partially consummated, and the buildings erected on the part sold are in a forward condition. The securities received in payment, after having undergone the closest scrutiny, have been placed in the custody of the City Treasurer.

The managers bear cheerful testimony to the careful and energetic manner in which the duties of the attending and resident officers of the hospital have been performed.

On behalf of the Board.

CHARLES ELLIS, President.

JOHN C. SAVERY, Secretary.

In reply to a resolution of inquiry, was received from the Guardians of the Poor a communication stating that they had realized $35,000 from the sale of certain copper constituting the roof of the Almshouse buildings. The surplus, after paying the cost of new roofing of other material, was $21,234. The money has been paid into the City Treasury, to the credit of the fund of the Children's Asylum.

The annual report of the Trustees of the Northern Liberties Gas-works was now submitted.

Mr. Smith submitted the annual report of the Philadelphia Gas-works.

Mr. King submitted a resolution directing the Chief Engineer and Surveyor to ascertain the adaptability of Petty's island as a location for a house of correction.

The resolution was warmly supported by Messrs. Franciscus, Bumm and others, and was adopted.

As trustees of the Philadelphia Gas-works, Messrs. Wm. Elliott and Hiram Miller were elected. Their term of service is three years.

The resolution permitting M. Baird & Co. to construct a railroad track across Buttonwood street, to connect their locomotive works at Broad street, was concurred in.

In a long list of appointments by Mayor Fox, the Chamber acquiesced, as customary, with but two exceptions—those of John Kelly as lieutenant in the Thirteenth district, and Thomas Snyder, named by his Honor as patrolman in the Seventeenth.

Mr. Hodgdon submitted an ordinance directing the payment to the Commissioners of the Sinking Fund of $21,234, the surplus proceeds of a sale of old copper roofing from the almshouse buildings.

Permission to the trustees of the Philadelphia Gas-works to lay a main in Delancy place was now formally granted.

The school appropriation bill was taken up. It was debated for more than an hour. It passed with a string of minor amendments that send it back for concurrence to the other Chamber.

Adjourned.

Common Branch.—President Joseph F. Marcer occupied the chair.

The annual report of the Northern Liberties Gas Company was received. Also, a communication from Wm. Morris Davis, resigning his position as one of the building commissioners. The resignation was accepted. Other annual reports were also received.

Various petitions, communications, &c., were received and referred to appropriate committees.

Mr. Smith presented a bill providing that the Superintendent of Trusts shall hereafter be elected on the second Thursday in February of each year. Passed.

A resolution was offered instructing the Chief Commissioner of Highways to stop the running of cars on the West Philadelphia Passenger Railway. Referred to the Committee on Railways.

Mr. Willetts presented a resolution asking the Legislature to pass an act relative to the Penn squares. Postponed for the present.

The Chamber then proceeded to elect two trustees of the Philadelphia Gas Works, with the following result:

Alexander J. Harper,	36
Wm. R. Leeds,	32
J. D. O'Bryan,	13

Messrs. Harper and Leeds were declared elected.

The ordinance changing the location of the proposed public buildings to Penn square was then taken up and discussed at length.

The yeas and nays were called on the question to indefinitely postpone, and resulted—yeas 22, nays 30.

A motion to refer the bill to the Building Commission was, after some debate, rejected.

More discussion followed, when the bill finally passed—yeas 32, nays 19.

The following bills from Select Council were considered:

An ordinance directing the City Treasurer to pay a certain sum to the Commissioners of the Sinking Fund. Concurred in.

A resolution authorizing M. Baird & Co. to build a railroad track on Buttonwood street. Concurred in.

A resolution authorizing an examination and survey of Petty's Island, to ascertain its fitness as a site for the almshouse. Postponed for the present.

Mr. Ray, from the Committee on Highways, reported a resolution asking a reargument of the subject of the opening of Spring Garden street, from Sixteenth to Eighteenth streets. Passed.

Also, one to authorize the paving of Tacony street, from Bridge street to Church street. Postponed for the present.

Also, one authorizing the resetting of the curbstone on Lehman street. Passed.

Also, one authorizing the opening of Graham street, from Eighteenth to Nineteenth streets, and Thompson street, from Twentieth to Twenty-first streets. Passed.

Also, one to authorize the grading, curbing, &c., of Mariott street, in the Twenty-second ward. Passed.

Mr. Smith, from the Committee on Fire and Trusts, reported a resolution to change the location of the Warren Hose Company from No. 1631 Filbert street to the vicinity of Twenty-first and Washington streets. Passed.

Also, an ordinance to make an appropriation to the Superintendent of Trusts for the year 1869. Passed.

Mr. Hanna presented a report from a joint special committee to investigate the management of the Highway Department, setting forth that no suspicion can rest upon the Commissioners of the Highway Department, but recommending that the clerks of that department be sworn to a strict performance of their duty. A resolution embodying this and other recommendations was agreed to.

Adjourned.

Our Gas Supply.

THE PHILADELPHIA GAS-WORKS.—The thirty fourth annual report of the trustees of the Philadelphia Gas-works was presented to Councils yesterday afternoon. The quantity of gas made was 1,066,670,000 cubic feet; an increase of 85,028,000 over the product of the year before. The largest consumption in any twenty-four hours during the year was on the night of the 21st of December, when there were burned 4,807,000 cubic feet, or 363,000 feet more than was burned on the corresponding night of the previous year.

The length of street main laid in the same time was 23,521 feet. The entire length of main in this city is now 497 miles. There were 13,203 feet less of main laid last year, in consequence of a want of funds on the part of the trust appropriated for that purpose. The northeastern part of the city has suffered on that account.

An inventory of the public lamps shows a total of 7968, of which 7926 get their gas from these works and 428 from the Northern Liberties works, while 14 still owe their effulgence to coal oil.

The periodical loans made by Councils for the purchase of the Gas-works and the extension of the mains amount in gross to $3,870,000. The amount paid from the sinking fund for loans Nos. 1, 2, 3, 4 and 5, as they became due, is $670,000, leaving loans unpaid amounting to $3,200,000.

The amount of sinking fund in charge of the trust, for the payment of loans Nos. 6, 7, 8 and 9, is $1,422,618 37. The amount of loans and cash in the hands of the Commissioners of the Sinking Fund, for the redemption of loans Nos. 10, 11 and 12, is $264,574.

The amount of loans and cash in the hands of Treasurer Piersol for the payment of $450 000 of city loan (the estimated value of the Spring Garden, Moyamensing, West Philadelphia and Frankford companies) was $198,168. For the purchase of the Southwark, Germantown, Manayunk and Richmond works stock the sum expended was $300,740.

During the year the trustees have laid a 16-inch main in Ninth street, from Dickerson to Chestnut. The report of the chief engineer shows that the total number of meters introduced during the year was 1958. There are now in use 56,738. The applications for them last year numbered 10,886, an increase of 1985. The total of consumers now on the books of the trust is 57,442. The number of lights in use is 731,860. The consumption of gas in the year 1859 was 494,128,345 cubic feet; in 1868 it was 892,639,304, an increase of 80·64 per cent.

The gross profits of the year were $462,810; the net profits, $132,815. The cash account shows the balance on hand to be $243,110 80. The assets of the trust amount to $7,900,626 85.

THE NORTHERN LIBERTIES GAS WORKS.

Yesterday afternoon the Managers of this Gas Trust submitted their annual statement, showing the operations of that institution for 1868. It presents this exhibit:—

Receipts during 1868 from the sale of gas, $156,350 33; receipts during 1868 from the sale of coke, tar, etc., $9491·88. Total, $165 842·21.

The expenditures were:—For works, as per last report, $190,294·21; for works during 1868, $163·49; total, $190,450·70. For mains, as per last report, $67,010·47; for mains during 1868, $1221·76; total, $68,232·23. For service, as per last report, $53,535·05; for service during 1868, $1233 76; total, $54,768·82. For meters, as per last report, $53,888 93; for meters during 1868, $1435·50; total, $55,384 43. For real estate, as per last report, $32,006 83; for real estate decrease in 1868, $800; total, $31,206 83. For coals on hand at commencement and received during the year, $68,334 21; for wages, taxes, etc., $67,926 72; total, $136,260 93.

The trustees say that during the year they furnished a full supply of gas, of a satisfactory character. Since June 30, 1868, the price of gas for over one month has been $2·40 100 per thousand cubic feet, and for the period intervening between the 1st of August last to the present time, it has been $2 55 per thousand cubic feet. That consumed by the public lamps for the corresponding time has been $1·20 and $1·27¼ per thousand feet. The total expenses incurred during the year for improvements and repairs to machinery, purifying apparatus, etc., amounted to $26,471·13.

FROM ST. LOUIS.

Affairs in Missouri and the Far West.

ST. LOUIS, Jan. 28.—Charles B. Cranson, Freight Agent on the Ohio and Mississippi Railroad, and formerly of Lockport, attempted suicide yesterday, by shooting himself through the head. There is no hope of his recovery.

General Sherman and his secretary, Colonel Dayton, with their families, leave for New Orleans to-day. The statement made yesterday that General Sheridan was expected from the Plains was incorrect.

A resolution was introduced in the Legislature yesterday, providing for the admission of members to the House elected from counties the election returns from which were not counted by the Secretary of State. The resolution was tabled.

Miss Augusta M. St. Clair, the lecturess, died at Salt Lake yesterday.

An Omaha despatch says a large number of Ute Indians are hunting on the Republican river. Acting Governor Hall of Colorado has issued a proclamation warning the military and civilians from interference, as the Utes are friendly and have a treaty with the Government.

The Rogers Murder in New York.

NEW YORK, Jan. 28.—Martha Clearwater was examined to-day in the presence of Coroner Flynn and a jury at Blackwell's Island, and testified that James Logan spent the night of December 31 with her; that he left about 7 o'clock the next morning, and returned the same evening wearing a different coat and hat, and with his hand bandaged. He said he had lost his other coat escaping from the police. The witness was shown a fragment of the coat found at the scene of Mr. Rogers' murder, and swore it was not a part of the coat worn by Logan. She also denied that the hat was the one worn by him. This evidence tends to thicken the mystery surrounding the case.

Customs Receipts.

WASHINGTON, Jan. 28.—Receipts from customs from January 18 to January 23, inclusive:—Boston, $369,357; New York, $2,601,878; Philadelphia, $131,177; New Orleans, December 28 to December 31, $34,339; San Francisco, December 28 to December 31, $85,025; Baltimore, $228,331. Total, $3,450,137.

PERSONAL.

NOTICE IS HEREBY GIVEN THAT THE undersigned has made application for the renewal of Certificate No. 10,746 for Four Shares of the Stock of the Pennsylvania Railroad Company issued to Abraham Rumbaugh, late of Westmoreland county, Pa., deceased, dated the 3d day of December, 1857, the same having been lost or destroyed.

JACOB RUMBAUGH,

Executor of Abraham Rumbaugh deceased.

Greensburg, Pa., Jan. 20, 1869 1 22 f s 8*

DEAFNESS.—EVERY INSTRUMENT THAT science and skill have invented to assist the hearing in every degree of deafness; also, Respirators; also, Crandall's Patent Crutches, superior to any others in use, at P. MADEIRA'S, No. 115 [illegible] street, below Chesnut. [illegible]

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	7·13	MOON RISES	7·30
SUN SETS	5·14	HIGH WATER	3·35

PHILADELPHIA BOARD OF TRADE.

JAMES DOUGHERTY,
CHARLES WHEELER,
W. C. KENT,
} MONTHLY COMMITTEE.

MOVEMENTS OF OCEAN STEAMERS.

FOR AMERICA.			
Atalanta	London	New York	Jan. 9
Palmyra	Liverpool	New York	Jan. 12
Rhein	Southampton	New York	Jan. 12
The Queen	Liverpool	New York	Jan. 13
Nestorian	Liverpool	Portland	Jan. 14
Germania	Southampton	New York	Jan. 15
Australasian	Liverpool	New York	Jan. 16
Holsatia	Havre	New York	Jan. 16
City of Cork	Liverpool	New York	Jan. 16
Main	Southampton	New York	Jan. 19
Nevada	Liverpool	New York	Jan. 19
Tarifa	Liverpool	New York	Jan. 19
C. of Baltimore	Liverpool	New York	Jan. 20
The Queen	Liverpool	New York	Jan. 20
Hibernian	Liverpool	Portland	Jan. 21
FOR EUROPE.			
C. of London	New York	Liverpool	Jan. 30
Britannia	New York	Glasgow	Jan. 30
France	New York	Liverpool	Jan. 30
Peruvian	Portland	Liverpool	Jan. 30
Holsatia	New York	Hamburg	Feb. 2
Manhattan	New York	Liverpool	Feb. 3
Australasian	New York	Liverpool	Feb. 3
Deutschland	New York	Bremen	Feb. 4
Palmyra	New York	Liverpool	Feb. 4
C. of Baltimore	New York	Liverpool	Feb. 6
C. of Cork	New York	Liverpool	Feb. 9
COASTWISE, DOMESTIC, ETC.			
Granada	New York	Vera Cruz, etc.	Jan. 29
Tonawanda	Philada	Savannah	Jan. 30
Arizona	New York	Aspinwall	Feb. 1
Morro Castle	New York	Havana	Feb. 4

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Schr J. T. Alburger, Corson, Guantanamo, Geo. W. Bernadou & Bro.
Schr Mary D. Ireland, Adams, Portland, D. Cooper.
Schr J. Atwood, Galleshaw, New York, Warren & Gregg.
Schr Clio, Brannin, Millville, Whitall, Tatum & Co.
St'r J. S. Shriver, Riggans, Baltimore, A. Groves, Jr.

ARRIVED YESTERDAY.

Steamship Fanita, Freeman, 24 hours from New York, with mdse. to John F. Ohl.
Schr Nile, Collins, 2 days from Leipsic, Del., with grain to Jos. E. Palmer.
Schr Clio, Brannin, from Millville.
Steamer Millville, Renear, 24 hours from New York, with mdse. to Whitall, Tatum & Co.

Correspondence of the Philadelphia Exchange.

CAPE ISLAND, N. J., Jan 26.—Schr Marcus Hunter, from Philadelphia for Sagua la Grande, went to sea to-day. Wind N. THOMAS B. HUGHES.

MEMORANDA.

Ship J. C. Boynton, Waycott, hence, at Helvoet 11th instant.
Steamship Whirlwind, Geer, hence, at Providence 26th inst.
Barque Neptune, Hayes, from Kingston, Ja., for Philadelphia, which put into Key West, in distress, had been repaired, and commenced reloading on the 19th inst.
Barque Sampo, Houvener, for Philadelphia, sailed from Liverpool 11th inst.
Barque J. B. Duffus, Blauvelt, hence, at Antwerp 11th inst.
Barque Marion, Williams, for Philadelphia, entered out at Liverpool 12th inst.
Barque Lavinia, Douglass, for Philadelphia, sailed from Liverpool 11th inst.
Barque Waldo, Baker, from Ardrossan for Philadelphia, put into Queenstown 10th inst., with rudder damaged.
Barque Norton Stover, Stover, for New York, entered out at London 12th inst.—before reported for Philadelphia.
Barque Scandia, Boehelow, for Philadelphia, sailed from Liverpool 11th inst.
Brig H. J. Burton, Burton, sailed from Helvoet 11th inst. for Boston.
Brig Romaine, Card, for Philadelphia, sailed from Liverpool 11th inst.
Brig Marion, Saunders, sailed from Cardenas 21st inst., for a port north of Hatteras.
Brig Catawba, Webber, was at Havana 23d instant (cleared), for Matanzas, to load for a port north of Hatteras, 500 hhds. molasses at $5 50 ℔ 110 gallons.
Brig Julia F. Carney, Carney, which sailed from Havana 19th inst. for Matanzas, was to load 500 hhds. molasses for north of Hatteras at $4·50 ℔ 110 gallons.
Brig Alice, Simpson, was chartered at Havana 23d inst. for Philadelphia, 1200 boxes sugar at $1·60 ℔ box.
Schr Mary E. Long, Hardy, sailed from Havana 20th inst, for Matanzas, to finish loading for Philadelphia.
Schr A. Young, hence, at Charleston yesterday.
Schr Fawn, Wiley, for Philadelphia, cleared at Boston 27th inst.
Schr Southerner, Darling, for Philadelphia, cleared at Portland 28th inst.
Schr Wild Horse, Macomber, sailed from Cardenas 21st inst., for a port north of Hatteras.

MISCELLANY.

Ship Alaska, Small, burned at Havre, cleared from New Orleans Dec. 10, with 4021 bales cotton and 3000 staves. The A. registered 1315 tons, rated A1, was built at Kennebunk in 1851, and hailed from Boston.

DRY GOODS.

COTTON GOODS DEPARTMENT.

STRAWBRIDGE & CLOTHIER
CENTRAL DRY GOODS STORE,
Corner EIGHTH and MARKET,
PHILADELPHIA.

We shall continue to maintain and increase the reputation we have sustained of being the largest and

Cheapest Muslin House
IN THE CITY.

Receiving our supplies from first hands only, we shall hereafter sell all

Muslins by the Piece at the Regular Wholesale Prices.

THIRTY-FIVE CASES AND BALES
MUSLINS,
Comprising all the leading brands and widths of
PILLOW MUSLINS,
WIDE SHEETINGS,
FINE SHEETINGS,
WAMSUTTA,
WILLIAMSVILLE,
NEW YORK MILLS,
BAY MILLS,
ARKWRIGHT,
FORESTDALE,
HOUSEKEEPER,
FRUIT OF THE LOOM.

Our constant aim will be to make the lowest prices in the market.

Good yard-wide Shirting, 12½ cents.
Yard-wide Unbleached Muslin, 12½ cents.
2½ yards wide Unbleached Sheetings, 50 cents.

House Furnishing Linens
IN LARGE ASSORTMENT.

STRAWBRIDGE & CLOTHIER.

POPULAR PRICES FOR DRY GOODS.
RICKEY, SHARP & CO.,
No. 727 CHESNUT Street.

SILKS.	RICKEY, SHARP & CO
VELVETS.	RICKEY, SHARP & CO
VELVETEENS.	RICKEY, SHARP & CO
IRISH POPLINS.	RICKEY, SHARP & CO
FRENCH POPLINS.	RICKEY, SHARP & CO
SILK POPLINS.	RICKEY, SHARP & CO
WOOL POPLINS.	RICKEY, SHARP & CO
PLAID POPLINS.	RICKEY, SHARP & CO
CHANGEABLE POPLINS.	RICKEY, SHARP & CO
Dress Goods at 25 cents.	RICKEY, SHARP & CO
Dress Goods at 30 cents.	RICKEY, SHARP & CO
Dress Goods at 35 cents.	RICKEY, SHARP & CO
Dress Goods at 40 cents.	RICKEY, SHARP & CO
Dress Goods at 50 cents.	RICKEY, SHARP & CO
Dress Goods at 62½ cents.	RICKEY, SHARP & CO
Dress Goods at 75 cents.	RICKEY, SHARP & CO
Dress Goods, $1 to $3.	RICKEY, SHARP & CO
BLANKETS.	RICKEY, SHARP & CO
FLANNELS.	RICKEY, SHARP & CO
Cloths and Cassimeres.	RICKEY, SHARP & CO
Paris La Belle Skirts.	RICKEY, SHARP & CO
BALMORALS.	RICKEY, SHARP & CO.
BLEACHED MUSLINS.	RICKEY, SHARP & CO.
LINENS.	RICKEY, SHARP & CO.
WHITE GOODS.	RICKEY, SHARP & CO

Popular prices for Dry Goods by the yard, piece, or package.

RICKEY, SHARP & CO.,
1 23 wfm1rp No. 727 CHESNUT Street.

JEWELRY, SILVERWARE, ETC.

ESTABLISHED 1828.

HOLIDAY PRESENTS.
WATCHES, JEWELRY,
CLOCKS, SILVERWARE, and
FANCY GOODS.
G. W. RUSSELL,
No. 22 NORTH SIXTH STREET,
5 29] PHILADELPHIA.

PROPOSALS.

SEALED PROPOSALS WILL BE RECEIVED at the Office of the Chief Quartermaster Military Division of the Missouri, St. Louis, Mo., until 12 M., on the 20th day of February, 1869, for the transportation of Government troops and supplies from the following points to posts on the Missouri river, as indicated, during the time from March 20, 1869, to October 20, 1869, inclusive, viz:—

From St. Louis to Sioux City, Forts Randall, Sully, Rice, Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort Benton.

From Wyandotte, Kansas, to Sioux City, Forts Randall, Sully, Rice, Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort Benton.

From Fort Leavenworth to Sioux City, Forts Randall, Sully, Rice, Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort Benton.

From Omaha to Sioux City, Forts Randall, Sully, Rice, Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of Muscleshell river, and Fort Benton.

From Fort Randall to Forts Sully, Rice, Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of Muscleshell river, and Fort Benton.

From Fort Sully to Forts Rice, Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort Benton.

From Fort Rice to Forts Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort Benton.

From Fort Stevenson to Fort Buford, Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort Benton.

From Fort Buford to Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort Benton.

From Camp Cook, or any post that may be established at the mouth of the Muscleshell river, to Fort Benton.

It will be the endeavor of the Government to ship during the season most favorable for navigation of the river, say between June 1 and August 31. Bidders will state, however, the rate (separately for each month from March 20 to October 20 inclusive, the date of starting, so as to determine the rate to be paid) at which they will perform the service from each of the starting points of destination above named, as follows:—

1st. The rate at which they will transport each officer and soldier (cabin passage to be provided for officers, and for soldiers necessary facilities for cooking their rations, which will be supplied by the Government).

2d. The rate per 100 pounds at which they will transport supplies.

3d. The rate each at which they will transport horses, mules, cattle, ambulances, carts, wagons, etc. (troughs for feeding animals to be supplied by the steamboat).

A just preference will be given to parties who own and control boats. Boats will be expected to always give the Government freight the preference, and in no case will be allowed to carry private to the exclusion of Government freight.

The contractor will be required to transport stores by land in the event of failure by water; and all stores received by the contractor for transportation must be delivered at their destination within the year 1869.

Bidders will please give the rate at which they will furnish transportation down stream.

In case the contracting party fails to carry freight as required, the Government reserves the right to furnish the transportation at the expense of the contractor; and nothing herein contained shall be so construed as to prevent the Government from transporting public supplies on any of its own boats.

The Government reserves the right to reject any or all the bids that may be offered.

Bidders are informed that no boat loaded with Government stores will be allowed to go above Sioux City, Iowa, drawing over three and one-half feet of water, and that boats will not be required to go to points above Sioux City with less than 130 tons.

Bidders should give their names in full, as well as their places of residence, and each proposal must be accompanied with a bond in the sum of $10,000, signed by two or more responsible persons, guaranteeing that in case the contract is awarded to the person proposing, the contract will be accepted and entered into, and good and sufficient security furnished by said party, in accordance with the terms of this advertisement.

The contractor will be required to give bonds in the sum of $100,000.

The party to whom the award is made must be prepared to execute the contract at once, and to give the required bond for the faithful performance of the contract.

As railroad transportation may be required for troops and supplies from Chicago, Illinois, to Sioux City, proposals for the same during the season above specified are invited.

Copy of blank form of river contract to be entered into, in the event of award, and blank forms of proposals, can be had by application to this office, at the office of the Chief Quartermaster, Department of the Missouri, Fort Leavenworth, Kansas; of Chief Quartermaster, Department of the Platte, Omaha, Nebraska; and at the office of Brevet Brigadier-General Fred. Myers, Deputy Quartermaster-General, U. S. Army, Chicago, Illinois.

Proposals for river transportation should be endorsed "Proposals for Army Transportation by the Missouri river;" those for rail, "Proposals for Army Transportation from Chicago to Sioux City," and addressed to the undersigned.

By order of the Quartermaster-General U. S. A.

J. L. DONALDSON,
Assistant Quartermaster-General U. S. A.,
Chief Quartermaster Military Division of the Missouri. 1 25 23t

PROPOSALS FOR CORN.

HEADQ'RS FIFTH MILITARY DISTRICT,
STATE OF TEXAS,
OFFICE OF CHIEF QUARTERMASTER,
AUSTIN, Texas, January 6, 1869.

Sealed Proposals, in duplicate, will be received at this office until FRIDAY, February 5, 1869, at 12 M., for furnishing the Quartermaster's Department at Fort Concho, Texas, with such quantity of Corn as may be required until May 31, 1869.

Corn to be of good, clean, merchantable quality, shelled, and delivered in sacks, subject to a rigid inspection.

Delivery to commence on award of contract, and continue in such quantities and at such times as may be required by the Post Quartermaster.

Bids to be plainly endorsed "Proposals for Corn at Fort Concho, Texas," and addressed to the undersigned.

By command of Brevet Major-General J. J. Reynolds.

J. A. POTTER,
Brevet Brigadier-General and C. Q. M.,
1 22 2w Fifth Military District.

PROPOSALS FOR CORN.

HEADQUARTERS FIFTH MILITARY DISTRICT,
STATE OF TEXAS,
OFFICE OF CHIEF QUARTERMASTER,
AUSTIN, TEXAS, Jan. 5, 1869.

Sealed proposals, in duplicate, will be received at this office until SATURDAY, February 13, 1869, at 12 o'clock M., for furnishing the Quartermaster's Department at Camp Concordia, Texas, with such quantity of Corn as may be required until June 30 1869.

Corn to be of good, clean, merchantable quality, shelled, and delivered in sacks, subject to a rigid inspection.

Delivery to commence on acceptance of contract, and continue in such quantities and at such times as may be required by the Post Quartermaster.

Bids to be plainly endorsed "Proposals for Corn at Camp Concordia," and addressed to the undersigned.

By command of Brevet Major-General Canby.

J. A. POTTER,
Brevet Brigadier General and C. Q. M.,
1 22 3w Fifth Military District.

PROPOSALS FOR CORN.

HEADQUARTERS FIFTH MILITARY DISTRICT,
STATE OF TEXAS,
OFFICE OF CHIEF QUARTERMASTER,
AUSTIN, Texas, January 6, 1869.

Sealed Proposals in duplicate, will be received at this office until FRIDAY, February 5, 1869, at 12 M., for furnishing the Quartermaster's Department at Fort Stockton, Texas, with such quantity of Corn as may be required until May 31 1869.

Corn to be of good, clean, merchantable quality, shelled, and delivered in sacks, subject to a rigid inspection.

Delivery to commence on award of contract, and to continue in such quantities and at such times as may be required by the Post Quartermaster.

Bids to be plainly endorsed "Proposals for Corn at Fort Stockton, Texas," and addressed to the undersigned.

By command of Brevet Major-General Canby.

J. A. POTTER,
Brevet Brigadier-General and C. Q. M.,
1 22 2w Fifth Military District.

PRIZES CASHED IN ROYAL HAVANA, KENTUCKY, and MISSOURI LOTTERIES. Circulars sent and information given. JOSEPH BATES, No. 78 BROADWAY, New York. Post Office Box 4365. 1 19 1m

AMUSEMENTS.

DU CHAILLU!

LION AND GORILLA HUNTING;
OR,
TWO YEARS IN EQUATORIAL AFRICA.

M. PAUL B. DU CHAILLU will give ONE LECTURE on the above subject, profusely illustrated with paintings, maps, etc., and describing his unique and thrilling adventures in Africa, at

CONCERT HALL,
CHESNUT STREET, ABOVE TWELFTH,
On MONDAY EVENING, Feb. 1.

Tickets of Admission	50 cents
Reserved Seats	75 cents

The sale of tickets for reserved seats will take place at Trumpler's, No. 926 Chesnut street, on Wednesday, Thursday, and Friday of this week, where also tickets without coupons may be had, and at the Hall on the evening of the Lecture. 1 25 7t*

CONCERT HALL.—
SCIENTIFIC LECTURES
BY DR. J. F. BOYNTON.
LAST OF THE SERIES.
ON FRIDAY EVENING, January 29.
THE MASTODON AND MAMMOTH PERIOD.
ADMISSION, FIFTY CENTS.
RESERVED SEATS, SEVENTY-FIVE CENTS.

Tickets to be obtained at Gould's Piano Rooms, No. 923 Chesnut street; also at the Hall on the evening of the lecture. Doors open at 7. Lecture at 8. 1 21 tf

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins at 7½.
NIGHTS WITH SHAKESPEARE.
MONDAY, AND DURING THE WEEK,
Shakespeare's five act Comedy called
TWELFTH NIGHT;
OR, WHAT YOU WILL,
with new Scenery and Costumes, Shakespearian Music and Fine Cast.
MRS. JOHN DREW as ... Viola
Aided by the Full Company.
New Comedy—TAME CATS, in rehearsal.

WALNUT ST. THEATRE. BEGINS AT 7½
THIS (Friday) EVENING, Jan. 29.
THIRD WEEK
of Dion Boucicault's great sensational drama of
AFTER DARK; OR, LONDON BY NIGHT.
Received on each representation
WITH ENTHUSIASTIC APPLAUSE.
J. E. McDONOUGH as ... OLD TOM
To commence with the musical farce of
THE SWISS COTTAGE.

In order to accommodate those who reside in adjacent cities and towns, there will be a daylight performance

ON SATURDAY AFTERNOON, AT 2 O'CLOCK.

MISS SUSAN GALTON'S CHESNUT STREET THEATRE.
MISS SUSAN GALTON'S
COMIC OPERA COMPANY,
with augmented Orchestra and Chorus, will appear in Offenbach's
"66." "66." "66." "66."
MONDAY AND TUESDAY EVENING,
February 1 and 2
THURSDAY EVENING,
"LA SONNAMBULA."
Seats can now be secured. 1 28 4t

THEATRE COMIQUE, SEVENTH STREET, below Arch. Commences at 7½.
J. C. GREGORY ... Sole Lessee and Manager
TO-NIGHT, FAREWELL BENEFIT OF
MISS SUSAN GALTON.
New opera by Offenbach,
CHING-CHOW-HI.
"FAREWELL MATINEE" TO-MORROW.
Monday—THE WAY OF THE WICKED.
Mr. J. HOLMES GROVER in several characters. 1t

FOX'S AMERICAN VARIETY THEATRE.
EVERY EVENING AND SATURDAY AFTERNOON.
GREAT COMBINATION TROUPE,
in Grand Ballets, Ethiopian Burlesques, Songs Dances, Pantomimes, Gymnast Acts, etc.

VALER'S (LATE MILLER'S) WINTER GARDEN, Nos. 720, 722, 724, and 726 VINE Street.

THE GRAND ORCHESTRION, formerly the property of the GRAND DUKE OF BADEN, purchased at great expense by JACOB VALER, of this city, in combination with FLAMER'S ORCHESTRA, and Miss NELLIE ANDERSON, will perform EVERY AFTERNOON and EVENING at the above-mentioned place. Admission free. 1 18 tf

HORTICULTURAL HALL.—GERMANIA ORCHESTRA—PUBLIC REHEARSALS EVERY WEDNESDAY, at 3½ P. M.—Tickets sold at the door, and all principal Music Stores. Packages of five for $1; single, 25 cents.

Engagements can be made by addressing G. BASTERT, No. 1231 MONTEREY Street; Wittig's Music Store, No. 1021 Chesnut street; Andre's Music Store, No. 1104 Chesnut street. 1 21 3m

CARL SENTZ' AND MARK HASSLER'S ORCHESTRA MATINEES, EVERY SATURDAY at 3½ P. M., IN MUSICAL FUND HALL. Single Admission, 50 cents. Package of 4 tickets, $1, at Boner's, No. 1102 CHESNUT St., and at the Door. [1 14 tf

DRY GOODS.

1869—COMPETITION PRICES!!

UP TOWN LIGHT EXPENSES!!

OUR CUSTOMERS THE GAINERS!!

Goods delivered in all parts of the city carefully and free of charge.

MUSLINS! MUSLINS!

Thornley's Popular Corner.

We have laid in a superior stock of MUSLINS, Bleached and Unbleached, all widths and qualities, and are prepared to supply the thousands of our Philadelphia housekeepers on the very best terms.

JOSEPH H. THORNLEY,
N. E. Cor. EIGHTH and SPRING GARDEN.

N. B.—You can ride to our door. It will pay to come. [1 9 1mrp

DRESS GOODS AND SHAWLS closing out low.

WAMSUTTA, WILLIAMSVILLE,

New York Mills,	*Amoskeag,*
Davol Mills,	*Nashua,*
Arkwright,	*Housekeeper,*
Forestdale,	*Whitney,*
Hill, Utica,	*Red Bank, etc.*

In all 28,000 yards of Shirtings, bought before the recent great advance. We hold out inducements to our friends to buy now.

10-4 *Utica, Pequot, Waltham, etc.*
9-4 *Pepperell, Androscoggin, etc.*
8-4 *Pepperell, Androscoggin, etc.*
6-4 *Utica, Waltham, etc.*
5-4 *Utica, Nashua, etc.*
9-8 *Wamsutta, Waltham, etc.*

3371 yards Sheetings, bought early. No advance.

Black Alpacas, good bargains.
62½ cent Lupin's Black Poplins
Dress Goods, greatly sacrificed.
Fine Cloaks, all cheaper.
$5 Heavy Woollen Long Shawls.
Ladies' Cloaking Cloths.
$1 25 extra good Cassimeres.
New Ginghams, Prints, Percales, etc.
Linens and White Goods.
$1 50 Napkins, none better.
$1 85 Large size White Quilts, two cases.
Blankets, Coverlets, Comfortables, etc.
Ties, Collars, Cuffs, Hdkfs., etc.

COOPER & CONARD,

1 7 fam] *S. E. corner NINTH and MARKET Streets.*

STOVES, RANGES, ETC.

NOTICE.—THE UNDERSIGNED would call the attention of the public to his NEW GOLDEN EAGLE FURNACE.

This is an entirely new heater. It is so constructed as to at once commend itself to general favor, being a combination of wrought and cast iron. It is very simple in its construction, and is perfectly air-tight; self-cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometic condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.

Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle.

CHARLES WILLIAMS,
Nos. 1132 and 1134 MARKET Street,
Philadelphia.

A large assortment of Cooking Ranges, Fire-board Stoves, Low Down Grates, Ventilators, etc., always on hand.

N. B.—Jobbing of all kinds promptly done. 5 10§

THOMPSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers.

SHARPE & THOMPSON,
11 25wfm6m No. 209 N. SECOND street.

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
NO. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet); or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty cents for two months, invariably in advance for the time ordered.

FRIDAY, JANUARY 29, 1869.

Shall Our Foreign Trade be Revived?

The subject of a direct line of ocean steamships from Philadelphia to some European port is one which has long been subject to a spasmodic agitation. Every now and then the matter has been taken in hand, discussed in all its bearings, and regularly abandoned before a faithful and earnest attempt has been made to verify its practicability. If New York city were out of the way entirely, or so far removed from us as to render it very inconvenient to transact our business with the Old World through it, the problem would soon be solved by necessity. The greatest manufacturing city on the American continent, connected by well-managed railways with the West and South, our intercourse with foreign nations has necessarily assumed enormous proportions; and yet at present nearly all of it seeks one channel, and that channel one which is not more preëminent in any one thing than in its spirit of hostility to Philadelphia and all her interests.

That there is any necessity for transacting nearly all our dealings with European nations through New York, no Philadelphian who has devoted any time and attention to the subject can be made to believe, and no New Yorker can claim with a show of truth. The natural disadvantages of Philadelphia as a great centre of foreign commerce were certainly not greater, as compared with the natural facilities of New York city, during the early part of the century than they are at present. Yet as early as the year 1796 our foreign exports had attained the aggregate value of $17,513,866, while in 1866 they amounted to only $17,913,901, and in 1867 to but $14,442,398, something more than half of the last named belonging to the petroleum trade alone. The highest figure was reached in 1806, when our exports were valued at $31,384,091. By 1811 they had fallen below $10,000,000, and in three years only thereafter did they exceed that amount previous to 1860. Since that date they have fluctuated between that amount and $18,000,000.

In the way of imports we have continued to hold our own since 1822, beyond which date the record does not extend. Starting then with $11,874,170, in 1867 they amounted to only $14,476,567, but the amounts recorded in the years 1825, 1836, 1839, 1853 to 1857 and 1859 exceeded that figure, the maximum being attained in 1854, when they amounted to $21,359,306. We append a table showing the fluctuations in the amounts at the dates named, as follows:—

Year.	*Exports.*	*Imports.*
1791	$3,436,093	—
1796	17,513,866	—
1801	17,438,193	—
1803	11,030,206	—
1806	31,384,091	—
1808	6,960,133	—
1810	17,235,162	—
1813	3,577,117	—
1822	9,047,802	$11,874,170
1825	11,269,981	15,041,797
1830	4,291,793	8,772,122
1836	3,971,555	15,068,233
1843	2,354,948	2,760,630
1847	8,544,391	9,587,516
1854	10,104,416	21,359,306
1858	5,987,251	12,890,369
1860	7,839,286	14,531,352
1861	10,277,938	8,094,161
1863	10,628,968	6,269,530
1865	12,584,152	8,945,429
1866	17,913,901	13,505,605
1867	14,442,398	14,476,547

This record shows conclusively the facts which we desire to impress upon the business portion of the community, that our intercourse with foreign nations is regulated merely by their whims, that it follows no law of necessity, and that it can be increased to a figure commensurate with our wealth and importance.

We are gratified to learn that a serious attempt is about being made to remedy a state of affairs which is anything but creditable to Philadelphia pride and enterprise. Messrs. Ruger Brothers are about establishing a regular line of first-class steamers, to ply between this port and Bremen and Hamburg, in the North German Confederation, calling at Southampton both ways. If they receive sufficient encouragement to warrant the enterprise, they will at once place four well-known ocean steamers upon the line, to make fortnightly trips, and as soon as circumstances will warrant it the number of vessels will be increased so as to enable one to leave this port once in each week. The persons embarking in this enterprise will rely in great measure upon the emigrant passenger traffic for support at the outset. The Pennsylvania Railroad has tendered the firm material assistance, and an act is now before the Legislature providing for a subsidy of $5000 for each round trip, not exceeding fifteen in number, which shall be made within one year from the passage of the act. The true interests, not alone of the city, but of the entire State, demand that the aid thus asked shall be freely granted. It will be repaid to the people of the State, in a hundred ways, a hundred fold. The great essentials to the unequivocal success of the enterprise are regularity in the sailing of the steamers and a certainty of the continuance of the line. These features alone will inspire confidence in our own merchants, and in shippers at many localities outside of the city, who will find it cheaper and more convenient to patronize a line starting from Philadelphia than from New York or any other Atlantic port. To ensure them both, the assistance requested from the Legislature is not only needful, but the hearty support and encouragement of our own people, especially of the mercantile portion. Diligence on the part of the city authorities to keep the river free from all obstructions, and a systematic reduction of our wharfage and other port charges below the standard of New York, will likewise be necessary. We trust that the State Legislature will respond promptly to the appeal made to them, and that the entire community will make a determined effort to place the undertaking on a safe and profitable footing. It will be like bread cast upon the waters, sure to return in after times.

A Commission to Clean the Streets.

Mr. Samuel Josephs has introduced into the State Legislature an act to authorize the appointment of a commission to clean the streets of Philadelphia. The parties to whom the job is to be given are not as yet named. The bill provides that these parties shall hold for two, three, four, and five years, and shall receive one thousand dollars a year as a salary. Now what are the duties of these commissioners? By whom are they to be appointed? and what is the necessity for their creation? As to who they are to be, it would seem that the Legislature is to name them. It would be a matter of some difficulty to find out on what grounds the Legislature of the State of Pennsylvania should undertake to give out the cleaning of the streets of Philadelphia. Surely Councils, or some other local authority, are the proper persons to do so. In matters which are so purely local, as the washing of pavements and the removing of piles of dirt, we can see no reason for the interposition of the Legislature. For doing what are these gentlemen to receive $1000 a year? The bill proposes that they shall advertise for proposals for a contract, that they shall make a contract for five or ten years, and shall draw monthly warrants for the compensation of the contractors. After giving the contract for ten years, then the entire duty of the Commissioners, or three of them, will be to draw a monthly warrant. It seems to us, although $1000 per annum is not a munificent income, that it is a pretty dear price for the city to pay for the signature twelve times repeated of a Commissioner. There is no necessity whatever for such a board. It would be an expense without any advantage in return. It would be a useless encumbrance. But as it is evidently a job got up for certain parties to be named hereafter, we do not suppose that the benefit of the city was the object contemplated in its introduction.

Change of Site of Public Buildings.

Yesterday, by a decided vote of 32 to 19, Common Council passed a resolution changing the location of public buildings from Independence Square to Penn Square. This action was certainly unexpected, as it is hardly a week since, by an entirely different vote, the same body agreed to put them in the former place. We do not know what has caused this change, but it is one which, if any legal right exists to have them on Penn Squares, will not cause dissatisfaction. The old Independence Square is rather small for the size and form of buildings suggested by the Commissioners, and care should be taken to prevent a crowded appearance being given to the new pile. It is exceedingly questionable, however, whether Select Council will concur in the change. But speedy action is necessary, as before the summer is ended the work should have been commenced.

Queen Isabella, according to the placards on certain favored shops, is giving Paris the benefit of the light of her countenance. It is presumed that she left Madrid in darkness, for Rochefort intends going there to bless it with a gleam from his lantern. Is he a new Diogenes, wandering from city to city in search of an honest man?

CITY ITEMS.

Prices Greatly Reduced—*to close out Winter Stock of Men's, Youths' and Boys' Clothing.*

Half-way between Fifth and Sixth streets. } Bennett & Co., Tower Hall, No. 518 Market St., Philadelphia,
And No. 600 Broadway, New York.

The Union and Central Pacific Railroads.—The rapidity with which these great enterprises are being pushed forward to completion astonishes our citizens while it pleases them. Two powerful companies, such as they really are, have thus far built over fifteen hundred miles of track. The Central road, beginning at Sacramento and building east, and the Union, commencing at Omaha and building west, until both shall meet, and thus span, with the roads through the States, our country with an unbroken highway. There remain to be built only some two hundred and thirty miles before this great success shall be accomplished, and of this space a considerable portion is already graded for the laying of the rails. So many statements have been made relative to the great travel, profit, and usefulness of these roads, that we need not here reiterate them. No safer investments are there than those in this road. The first mortgage bonds of the Union Pacific (sold by De Haven & Bro. No. 40 S. Third street) and of the Central Pacific are, both principal and interest, payable in coin, and run for thirty years. In investing their funds let our readers think of the profit accruing from holding these bonds.

A Hacking Cough is one of the most distressing as well as dangerous forms of cough one can be afflicted with. Its continuous action fatigues and irritates the lungs, and thus engenders consumption. Upham's Fresh Meat Cure will cure the cough, soothe the irritated bronchia, and give tone and vigor to the lungs and whole system.
A single bottle will convince any one of its purity. Sold one dollar per bottle.
Johnston, Holloway & Cowden,
No. 602 Arch street.

MONEY LOANED

In sums from one dollar to thousands, on Diamonds, Silver Ware, Watches, Jewelry, Clothing, Dry Goods, etc., at Rettew's Loan Office, Northeast corner Fifteenth and Market streets.

Reduction in Prices
To close off
Winter Stock.
Charles Stokes & Co.,
Clothiers,
No. 824 Chesnut street.

Sale of Valuable Paintings.—On Monday and Tuesday evenings next, Messrs. Thomas & Sons will sell the very valuable collection of paintings now on exhibition in the Eastern Galleries of the Academy of Fine Arts. These pictures are the works of some of the best American and European artists. They were selected by Goupil & Co., and the sale is conducted by Mr. Charles F. Haseltine on account of Mr. M. Knoedler, successor to Goupil. A very large majority of the pictures are first-class works of art—such as are not often exposed for sale in this manner, and they should receive the attention of our art connoisseurs. The pictures will be on exhibition at the Academy of Fine Arts from 9 A. M. to 5 P. M. daily, until the sale takes place.

Do not Trifle with Danger.—A single spark may kindle a flame that will consume a city, and small ailments neglected may end in fatal disorders. Bearing this fact in mind, let the first symptoms of debility or nervous prostration be met promptly with invigorating treatment. Foremost among the vegetable tonics of the age stands Hostetter's Stomach Bitters, and whenever the vital powers seem to languish, or there is any reason to suspect that the animal functions essential to the sustenation and purification of the body are imperfectly performed, this invaluable invigorant and antiseptic should at once be resorted to. Indigestion always produces weakness. Sometimes it happens—and this is more frequently the case in winter than at any other season—that the appetite demands more food than the stomach can digest; though not more, perhaps, than is required to keep up the full strength of the frame. The object, under such circumstances, is to increase the digestive capacity of the assimilating organ, so as to make it equal to the duty imposed upon it by the appetite, and capable of supplying the *building material of the system* as fast as it is required. This object is fully accomplished by the use of the Bitters. They tone and gently stimulate the cellular membrane which secretes the gastric juice, and the result is that the solvent is mingled with the food in sufficient quantity to convert all its nourishing particles into pure and wholesome element. If, on the other hand, there is a deficiency of appetite, without any corresponding deficiency of digestive power, the effect of the tonic is to stimulate a desire for food. In nineteen cases out of twenty, headache, nausea, nervousness, fainting fits, spasms, and, indeed, most of the casual aches and pains to which humanity is subject proceed primarily from indigestion complicated with biliousness; and for both these complaints Hostetter's Stomach Bitters are recommended as a speedy and certain remedy.

It would be folly to deny the advantages connected with the mutual system of Life Insurance, but it would be equally foolish to lose sight of the undoubted advantages of the purely stock plan. These are *greater security* and *lower rates*. The personal liability of a score of our foremost moneyed men, and figures so low as to be in the easy command of almost any man, is in most cases more than an offset to the precarious earnings of any company in existence.

Skin Diseases.—What form of disease is more annoying than that of the skin, with its itching, stinging, smarting, its ugly red pimples, blotchy eruptions, and loathsome ichorous desquamations. Happily, Hieskell's Tetter Ointment is a sovereign remedy for every form of skin disease, making a radical cure in every case. Sold 50 cents per box. Sent by mail for 60 cents. Johnston Holloway & Cowden.

Jewelry.—Mr. William W. Cassidy, No. 12 South Second street, has the largest and most attractive assortment of fine jewelry and silverware in the city. Purchasers can rely upon obtaining a real, pure article furnished at a price which cannot be equalled. He also has a large stock of American Western watches in all varieties and at all prices. A visit to his store is sure to result in pleasure and profit.

Speer's Standard "Wine Bitters"—Combining stimulant and astringent properties, with freedom from acidity, are very agreeable to the taste, and in cases of pure debility, accompanied with indigestion, his "Wine Bitters" is a most reliable tonic, and will give tone to the system. We regard them as the best ever offered to the public. Sold by Druggists.

If you will cut this out you will have the *gist of what we have said from time to time about the merits of Wanamaker & Brown's Clothing House.*

1. *Their Clothing is cheap.*
2. *It wears well.*
3. *It is stylish.*
4. *It is comfortable.*
5. *They willingly make exchanges.*
6. *They never fail to fit.*
7. *They treat all alike.*
8. *They deal plainly and honestly.*
9. *They have made special provision for country trade.*
10. *They have the largest store and the largest stock in Philadelphia.*
11. *They save time, trouble and money for you.*
12. *They suit the boys.*

And if there is any other advantage desirable in purchasing Clothing, it is not on this list not because we do not offer it, but because we have not thought to mention it.

A CARD.—Prices of everything reduced since the appraisement of Stock: the assortment of both Men's and Boys' Suits and Overcoats still very good.

Wanamaker & Brown,
The Largest Clothing House,
Oak Hall,
The Cor. Sixth and Market Streets.

MARRIED.

FROOKE—McDANIEL.—On the evening of the 27th instant, at the residence of the bride's father No. 1834 Poplar street, by the Rev. J. H. Eccleston, Mr. JEHU BROOKE to Miss LIZZIE McDANIEL, all of Philadelphia.

McGAHEY—BALSTON.—On the 28th inst., by the Rev. Mr. Wilks, of Upper Darby, Mr. JAMES McGAHEY, Jr., to Miss MARY HOWARD RALSTON, both of Darby.

DIED.

BALDWIN.—Suddenly, on the morning of the 28th instant, Mrs. ELLEN H. BALDWIN.
The relatives and friends are invited to attend her funeral, from the residence of her brother-in-law, Dr. H. S. Burr, No. 1310 Walnut street, on Saturday, the 30th instant, at 2 o'clock P. M.

CHAMBERS.—On the 28th instant, JAMES C., son of John and Margaret Chambers, aged 25 years.
The funeral service will be held at the First Reformed Presbyterian Church, Broad street, below Spruce, on Friday afternoon, the 29th instant, at 2 o'clock precisely. His relatives and male friends are invited to accompany the remains to the interment, at 3 o'clock.

IRVIN.—On the 27th instant, Miss SALLIE IRVIN, daughter of Amanda and the late James Irvin, in the 18th year of her age.
The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her grandfather, Mr. John Irvin, No. 120 Federal street, on Sunday afternoon at 3 o'clock. To proceed to Sixth Street Union.

YOUNG.—Suddenly, on the morning of the 26th instant of pneumonia, Mrs. KEZIAH YOUNG, in the 67th year of her age.
The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 332 Federal street, Camden, N. J., on Saturday, the 30th instant, at 2 o'clock.

AGENTS WANTED IN Philadelphia

BY THE
AMERICAN
LIFE INSURANCE CO.
Of Philadelphia,
S. E. Corner Fourth and Walnut Streets.
Better terms NOWHERE offered.
Address or call at Company's Office, 1 to 2 P. M.
CALVIN B. McLEAN,
6 10 Manager of City Agency

DR. F. GIRARD, VETERINARY SURGEON, treats all diseases of horses and cattle, and all surgical operations, with efficient accommodations for horses at his Infirmary, No. 990 MARSHALL Street, above Poplar. 1 16§

IF YOU WANT A DELIGHTFUL SPRING BED, neat, healthy, and comfortable, use the Self-fastening Bed Springs, $1.25 per doz. Satisfaction guaranteed. 204 S. 2d St. 1 23 3m

SPECIAL NOTICES.

COLD WEATHER DOES NOT CHAP or roughen the skin after using WRIGHT'S ALCONATED GLYCERIN TABLET OF SOLIDIFIED GLYCERIN. Its daily use makes the skin delicately soft and beautiful. It is delightfully fragrant, transparent, and incomparable as a Toilet Soap. For sale by all Druggists. R. & G. A. WRIGHT,
2 4§ No. 624 CHESNUT Street.

NOTICE.—I AM NO LONGER EXtracting Teeth without pain for the Colton Dental Association. Persons wishing teeth extracted absolutely without pain by fresh Nitrous Oxide Gas, will find me at No. 1027 WALNUT Street. Charges suit all.
1 26 3m DR. F. R. THOMAS.

CONCERT HALL.
THE EVENT OF THE SEASON.
WIT, HUMOR, AND SATIRE.
MR. DE CORDOVA
Will give THREE of his most HUMOROUS and POPULAR Lectures in this city in the following order:—
ON THURSDAY EVENING, Feb. 4.
MISS JONES' WEDDING—No cards.
ON THURSDAY EVENING, Feb. 11,
MRS. GRUNDY.
ON THURSDAY EVENING, Feb. 18,
THE SPRATTS AT SARATOGA.
ADMISSION FIFTY CENTS.
No extra charge for reserved seats.
Tickets for the course (reserved), $1·50.
The sale of reserved seats will commence at 9 o'clock on MONDAY MORNING, Feb. 1, at Gould's Piano-rooms, No. 923 CHESNUT Street.
SPECIAL NOTICE.
To insure the comfort of all, and to avoid overcrowding, six seats will be sold on each settee, instead of seven, as called for on the diagram. Also, to avoid interruption, the audience are most earnestly and respectfully requested to be seated before 8 o'clock. Doors open at 7 o'clock. 1 29 tf

VESSEL OWNERS' AND CAPTAINS' ASSOCIATION, Office, No. 309 WALNUT Street, Philadelphia. A Convention of Vessel Owners and Captains of the several States, under the auspices of the Vessel Owners' and Captains' Association of the States of Pennsylvania, New Jersey, and Delaware, will be held at the PHILADELPHIA CORN EXCHANGE ROOMS, on February 3, 1869, at 12·30 o'clock. All persons interested in vessels are invited to be present.
By order of the Board of Directors.
JOHN W. EVERMAN, President.
CHARLES H. STEELMAN, Secretary. 1 29 3t

OFFICE OF THE NORTH PENNSYLVANIA RAILROAD COMPANY,
PHILADELPHIA, No. 407 Walnut street, Jan. 6, 1869.
DIVIDEND NOTICE.
The Transfer Books of this Company will be closed on SATURDAY, the 9th inst., at 3 o'clock P. M., and be reopened on SATURDAY, the 16th inst.
A dividend has this day been declared of FIVE PER CENT., clear of taxes, payable in scrip, bearing no interest, and convertible into Seven Per Cent. Mortgage Bonds of the Company, in sums of not less than five hundred dollars, on and after May 1st next. The said dividend will be credited to the stockholders as they shall stand registered on the books of the Company on SATURDAY, the 9th inst.
1 8 tmwim WILLIAM WISTER, Treasurer.

OFFICE OF THE DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA, No. 303 WALNUT Street.
PHILADELPHIA, Jan. 21, 1869.
The annual meeting of the Stockholders of this Company will be held at their office on TUESDAY, February 2d, 1869 at 12 o'clock M., when an election will be held for Managers for the ensuing year.
1 21 10t E. G. GILES, Secretary.

OFFICE PENNSYLVANIA RAILROAD COMPANY,
PHILADELPHIA, January 27, 1869.
NOTICE TO STOCKHOLDERS.
The Annual Meeting of the Stockholders of this Company will be held on TUESDAY, the 16th day of February, 1869, at 10 o'clock A. M., at Concert Hall, No. 1219 Chesnut street, Philadelphia.
The Annual Election for Directors will be held on MONDAY, the first day of March, 1869 at the office of the Company, No. 238 South THIRD Street.
1 27 17t EDMUND SMITH, Secretary.

DIVIDEND NOTICE.—
PHILADELPHIA AND TRENTON RAILROAD COMPANY.
Office, No. 224 South DELAWARE Avenue.
PHILADELPHIA, January 20, 1869.
The Directors have this day declared a semi-annual dividend of FIVE (5) PER CENT. upon the Capital Stock of the Company, clear of *taxes*, from the profits of the six months ending December 31, 1868, payable on and after February, first proximo, to the holders thereof as they stood registered on the books of the Company on the 15th inst.
J. PARKER NORRIS,
1 20 10t Treasurer.

ATLANTIC AND GREAT WESTERN RAILWAY COMPANY.
SECRETARY'S OFFICE, No. 40 Broadway, }
NEW YORK, 28th December 1868. }
Notice is hereby given that a special meeting of the Stockholders of the Atlantic and Great Western Railway Company will be held at the General Offices of the Company, No. 40 Broadway, in the City and State of New York, at 12 o'clock noon, on SATURDAY, the 30th day of January next, to consider and approve of, or reject, certain contracts entered into with the Erie Railway Company, and the Columbus, Chicago, and Indiana Central Railway Company, and for other purposes. The transfer books will remain closed until after the meeting.
W. ARCHDALL O'DOHERTY,
1 14w Secretary.

PHILADELPHIA AND READING RAILROAD COMPANY—Office No. 227 S. FOURTH Street.
PHILADELPHIA, December 30, 1868.
DIVIDEND NOTICE.
The Transfer Books of this Company will be closed on the 4th of January next, and be reopened on TUESDAY, January 12.
A Dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State Taxes, payable in common stock on and after January 25, 1869, to the holders thereof, as they shall stand registered on the books of the Company on the 4th of January next. All payable at this office.
All orders for Dividends must be witnessed and stamped.
12 30 1m S. BRADFORD, Treasurer.

NOTICE.—WEST JERSEY RAILROAD COMPANY.
OFFICE OF THE TREASURER, }
CAMDEN, N. J., January 16, 1869. }
The Board of Directors have this day declared a Semi-annual Dividend of FIVE PER CENT., clear of national tax, payable to the Stockholders of this date on and after WEDNESDAY, the 3d day of February, 1869, at the Treasurer's Office in Camden. The Stock Transfer Books will be closed from the date hereof, until the 4th day of February, 1869.
GEORGE J. ROBBINS,
1 19 14t Treasurer W. J. R. R Co.

OFFICE OF THE ST. NICHOLAS COAL COMPANY, No. 203½ WALNUT STREET.
PHILADELPHIA, January 19, 1869.
The Annual Meeting of the stockholders will be held at the office of the Company on MONDAY, February 1, 1869, at 12 o'clock M., when an election will be held for seven Directors to serve the ensuing year.
R. JOHNSTON,
1 19 11t Secretary.

BARLOW'S INDIGO BLUE IS THE cheapest and best article in the market for bluing clothes.
IT DOES NOT CONTAIN ANY ACID.
IT WILL NOT INJURE THE FINEST FABRIC.
It is put up at WILTBERGER'S DRUG STORE,
No. 233 N. SECOND Street, Philadelphia,
and for sale by most of the grocers and druggists.
The genuine has both BARLOW'S and WILTBERGER'S names on the label: all others are COUNTERFEIT.
BARLOW'S BLUE will color more water than four times the same weight of indigo 1 27 wfm3m

BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world; the only true and perfect Dye; harmless, reliable, instantaneous; no disappointment; no ridiculous tints; remedies the ill effects of bad dyes; invigorates and leaves the Hair soft and beautiful, *black or brown*. Sold by all Druggists and Perfumers; and properly applied at Batchelor's Wig Factory, No. 16 BOND Street, New York. 4 27 mwf§

THE CELEBRATED "PULLMAN PALACE SLEEPING CARS" are now provided with mattresses filled with the Elastic Sponge which gives the most perfect satisfaction, being pronounced superior to those made from the best curled hair. 8 3 m w l§

LARZELERE & BUCHEY,
Custom House Brokers and Notaries Public,
No. 405 LIBRARY Street.
All Custom House Business transacted.
PASSPORTS PROCURED.

RODGERS' AND WOSTENHOLM'S POCKET KNIVES, Pearl and Stag Handles, of beautiful finish. RODGERS' and WADE & BUTCHER'S RAZORS, and the celebrated LECOULTRE RAZOR SCISSORS of the finest quality.
Razors, Knives, Scissors, and Table Cutlery Ground and Polished, at P. MADEIRA'S, No. 115 S. TENTH Street, below Chesnut.

Billy's Letter to his Uncle in the Country.

My darling old uncle:—
I write you this letter,
To tell you that cheaper
Clothing, or better,
Never was seen
Than that which we read of,
At ROCKHILL & WILSON'S;
It's what I'm in need of,
And I wish, my dear uncle,
You'd hurry and send me
A very few dollars
(I know you will lend me)
To spend on my clothes,
For you know I need raiment.
Send the money, dear uncle,
To make the cash payment.

Billy's Uncle to Billy.

Billy, my boy,
I'm full of joy
When you tell me you feel
Like going to deal
At ROCKHILL & WILSON'S elegant HALL,
The biggest, and finest, and best of all.
And Billy and I
Shall, each of us, buy
A good suit of clothes,
The finest of those
Which ROCKHILL & WILSON always keep,
So wonderful fine; so marvellous cheap.

The winter stock is moving off, and Billy and his uncle must come soon if they want it. Cheaper and cheaper and cheaper than ever. A bargain for every man and boy in town or country. Come and see the clothes and the prices.

ROCKHILL & WILSON,
GREAT BROWN STONE CLOTHING HALL,
Nos. 603 and 605 CHESNUT STREET,
PHILADELPHIA.

CARPETINGS.

GREAT REDUCTION.
$50,000
WORTH OF OUR STOCK OF
CARPETINGS
Have been reduced in price to close out early and make room for
NEW SPRING GOODS.
REEVE L. KNIGHT & SON,
1222
CHESNUT STREET,
1 29 fmwimp PHILADELPHIA.

NEW PUBLICATIONS.

JUST PUBLISHED,
SHYS AT SHAKESPEARE,
A SERIES OF TWENTY ETCHINGS.
PRICE $1·50
FOR SALE BY DUFFIELD ASHMEAD,
1 27 wfm3t NO. 724 CHESNUT STREET.

NEW PUBLICATIONS.
THE ARCHITECTURAL REVIEW AND AMERICAN BUILDER'S JOURNAL,
Conducted by SAMUEL SLOAN, ARCHITECT.
FEBRUARY NUMBER NOW READY.
Terms—$6·00 per annum, payable in advance.
Specimen and back numbers furnished on receipt of 50 cents.
Canvassers wanted.
CLAXTON, REMSON & HAFFELFINGER,
Publishers,
1 19 2t Nos. 819 and 821 MARKET Street, Phila.

BLANK BOOKS, STATIONERY.

JAS. H. BRYSON & SON,
No. 8 North SIXTH Street,
Stationers and Printers.
Blank Books, Ledgers, Day Books, Cash Books, Etc. Etc.,
Made to order at the shortest notice, at the lowest market rates.

LETTER PAPER, per ream	$2 50
FOOLSCAP PAPER, per ream	3 00
NOTE PAPER per ream	1·25

A full assortment of imported and staple STATIONERY, always on hand: INKS, PENCILS, PENHOLDERS, Etc., in great variety.

ENVELOPES, buff, letter size	$1·20 per 1000
" white	1 80 "

A great variety of styles and grades always on hand, at the lowest rates.
PRINTED BLANKS, CARDS, PAMPHLETS, Etc., executed in the most approved style. 1 29 1m

DRY GOODS.

MILLIKEN'S
LINEN STORE,
No. 828 ARCH STREET.
NEW TABLE CLOTHS,
NAPKINS.
Table Linens by the Yard.
The Cheapest Buyers will find
PRICES SATISFACTORY.

PATENTS.

OFFICE FOR PROCURING PATENTS,
FORREST BUILDINGS,
No. 119 South FOURTH St., Philadelphia,
AND MARBLE BUILDINGS,
No. 460 SEVENTH Street, opposite U. S. Patent Office, Washington, D. C.
H. HOWSON, Solicitor of Patents.
C. HOWSON, Attorney at Law.
Communications to be addressed to the Principal Office, Philadelphia. 1 29 1m

PIANOS.

STEINWAY & SONS' GRAND square and upright Pianos, at BLASIUS BROS.' No. 1006 CHESNUT Street. 3 1 tf

CHICKERING
Grand, Square and Upright
PIANOS.
DUTTON'S,
11 3tf No. 914 CHESNUT Street.

EMPIRE SLATE MANTEL WORKS.—J. B. KIMES, No. 2126 CHESNUT street. 1 13wfm§

S. GARTLAND, UNDERTAKER, 25 South THIRTEENTH Street. 12 22 3m

INSURANCE COMPANIES.

FAME
INSURANCE COMPANY,
No. 406 CHESNUT STREET.

PHILADELPHIA, uary 18, 1869.

This Company, incorporated in 1856, and doing a FIRE INSURANCE BUSINESS EXCLUSIVELY, in order to enable it to accept a large amount of business constantly declined for want of adequate capital, will, in accordance with a supplement to its charter, increase its

CAPITAL STOCK FROM $100,000, its present amount, to
$200,000,
In Shares of Fifty Dollars Each,

And for which subscription books are now open at this office.
By order of the Board of Directors.
CHARLES RICHARDSON,
PRESIDENT.
WILLIAM H. RHAWN,
VICE PRESIDENT.
WILLIAMS I. BLANCHARD,
1 20 4ptf SECRETARY.

FIRE AND BURGLAR PROOF SAFE
CHAMPION SAFES!

PHILADELPHIA, January 18, 1869.
Messrs. FARREL, HERRING & CO.,
No. 629 Chesnut street.

Gentlemen:—On the night of the 13th inst., as is well known to the citizens of Philadelphia, our large and extensive store and valuable stock of merchandise, No. 902 Chesnut street was burned.

The fire was one of the most extensive and destructive that has visited our city for many years, the heat being so intense that even the marble cornice was almost obliterated.

We had, as you are aware, two of your valuable and well-known CHAMPION FIRE-PROOF SAFES; and nobly have they vindicated your well-known reputation as manufacturers of FIRE-PROOF SAFES, if any further proof had been required.

They were subjected to the most intense heat, and it affords us much pleasure to inform you that after recovering them from the ruins, we found upon examination that our books, papers, and other valuables were all in perfect condition.

Yours, very respectfully,
JAS. E. CALDWELL & CO.

THE ONLY SAFES EXPOSED TO THE FIRE IN CALDWELL'S STORE WERE FARREL, HERRING & CO.

PHILADELPHIA, Jan. 18, 1869.
Messrs. FARREL, HERRING & CO.,
No. 629 Chesnut street.

Gentlemen:—On the night of the 13th instant our large store, S. W. corner of Ninth and Chesnut streets, was, together with our heavy stock of wall papers, entirely destroyed by fire.

We had one of your PATENT CHAMPION FIRE-PROOF SAFES, which contained our principal books and papers, and although it was exposed to the most intense heat for over 60 hours, we are happy to say it proved itself worthy of our recommendation. Our books and papers were all preserved. We cheerfully tender our testimonial to the many already published, in giving the HERRING SAFE the credit and confidence it justly merits.

Yours, very respectfully,
HOWELL & BROTHERS.

STILL ANOTHER.
PHILADELPHIA, Jan. 19, 1869.
Messrs. FARREL, HERRING & CO.,
No. 629 Chesnut street.

Gentlemen:—I had one of your make of safes in the basement of J. E. Caldwell & Co.'s store at the time of the great fire on the night of the 13th instant. It was removed from the ruins to-day, and on opening it I found all my books, papers, greenbacks, watches, and watch materials, etc., all preserved. I feel glad that I had one of your truly valuable safes, and shall want another of your make when I get located.

Yours, very respectfully,
F. L. KIRKPATRICK,
with J. E. Caldwell & Co.,
No. 819 Chesnut street.

FARREL, HERRING & CO.,
CHAMPION SAFES,
No. 629 CHESNUT Street,
1 21 tf PHILADELPHIA.

P. PUJOLS'
HOTEL AND RESTAURANT
(Formerly Lakemeyer's),
Cor. CARTER Street and EXCHANGE Place.
The undersigned has the honor to inform his friends, and the public generally, that he has
REOPENED
the above well-known establishment.
The Restaurant will be under the immediate supervision of P. PUJOLS, who has been favorably known for years as a Public Caterer. The Bar will be stocked with CHOICE WINES, LIQUORS, and LAGER BEER.
Every arrangement is first-class. A trial is respectfully solicited.
A splendid LUNCH will be served DAILY, from 10 A. M. to 12 M. P. PUJOLS,
1 25 6·4p Of No. 223 LODGE Street.

THIRD EDITION

HARRISBURG

The Debate in the Legislature—Bates' "History of our Volunteers"—Proposition to Print Three Thousand Copies.

CRIME IN BALTIMORE.

THE STATE LEGISLATURE.

Senate.

HARRISBURG, Jan. 29.—The bill to create an inspector of drugs was reported with a negative recommendation.

The Committee on Conference, through Mr. Connell reported that they had settled the differences between the two houses on the question of ordering copies of Bates' "History of Our Volunteers," and reported in favor of directing the State printer to furnish sixteen hundred copies to the Senate, twenty-eight hundred to the House, four hundred to the Governor, one hundred to the State library, and fifty to each of the chief clerks of the Legislature for the officers of the two branches.

Mr. Fisher thought the matter should not be considered until Mr. Olmstead's resolution of yesterday (relative to the price to be paid, making it the contract rates) was passed. This history would entail an enormous expense on the State, and he regretted that he had last year voted for any appropriation to it.

Mr. Connell said the book had been already printed.

Mr. Davis asked by whose order?

Mr. Connell said he did not know, but the printing expense had already been increased.

Mr. White said he was anxious to have a record of our soldiers published, but to be true to its determination to practise economy, the Senate should not approve of this expenditure without consideration.

Mr. Davis asked who assumed the responsibility of ordering the books to be printed without the authority of the Legislature.

Mr. Wallace said the book was an outrage upon the people and so far as the printing of it was concerned, if the Legislature did not order it, they should not be called on to shoulder the loss.

Mr. Coleman said that if the work was ordered it should be paid for; if not ordered, it should not be paid.

FROM BALTIMORE.

Garroting and Robberies.

Special Despatch to The Evening Telegraph.

BALTIMORE, Jan. 29.—Depredations such as garroting, waylaying, knocking down, and robbing people on our public streets at night have increased fearfully of late. Last night Richard Piper was garroted, robbed of his watch and money, and beaten by rowdies. There is at present an unusual number of these desperadoes, thieves, pickpockets, etc., mostly all strangers, prowling about the streets.

Commodore Purviance, so badly injured by being knocked down by them night before last, is now recovering and out of danger.

Latest Markets by Telegraph.

NEW YORK, Jan. 29.—Cotton quiet and steady; 350 bales sold at 29c. Flour dull and declined 5@10c; sales of 7000 barrels State at $5·85@7·40; Ohio, $6·75@9; Western, $7·75@7·65; Southern, $8·75@12·75; California $8·25@9·75. Wheat dull and declined 1@2c; sales of 15,000 bushels No. 2 spring, $1·63. Corn dull; sales of 34,000 bushels Western at 93@95c; Southern at 94@96c. Oats firm; sales of 26,000 bushels Western at 75c. Beef quiet. Pork dull; mess at $30·56. Lard dull at 20½@20¾c, for steam rendered. Whisky quiet.

Stock Quotations by Telegraph—1 P. M.

Glendinning, Davis & Co. report through their New York house the following:—

N.Y. Cent. R.	163⅝	West. Union Tel.	38⅜
N.Y. and E. R.	38¼	Cleve. & Toledo R.	105⅞
Ph. and Rea. R.	97⅞	Toledo & Wabash.	66⅝
Mich. S. and N. I. R.	94½	Mil. & St. Paul R.	77
Cle. and Pitt R.	95½	Adams Express	63½
Chi. and N.W. com.	84⅜	Wells, Fargo	29½
Chi. and N.W. pref.	91½	United States	53
Chi. and R. I. R.	133½	Tennessee 6s, New	67½
Pitts. F. W. & Chi. R.	123⅛	Gold	136⅝
Pacific Mail Steam.	121¼	Market steady.	

PHILADELPHIA STOCK EXCHANGE SALES, JAN. 29

Reported by De Haven & Bro., No. 40 S. Third street

SECOND BOARD.

$1000 Read R 6s 44-8s.	89	12 sh Read ....ls.	48¾
$5000 US 10-40s.rg	105½	15 do..........trf.	48⅝
$1000 do	106¼	100 do..........s30.	48⅝
$5000 Leh 6s.gold l.ss.	90¼	2 sh Leh N Stk	31¾
17 sh Penna R	56⅛	100 do..........b30.	31¾
1 do	56⅞	100 do....b5&in.	31¾
30 do.........ls.	57	52 sh Lit Sch R	43½
120 sh Girard Col R	27¾		

MUSICAL AND DRAMATIC.

The City Amusements.

AT THE ARCH the comedy of *Twelfth Night* has been such a brilliant success that it will be performed all next week. This is gratifying intelligence to lovers of the legitimate drama.

AT THE WALNUT *After Dark* will be performed this evening. A matinee to-morrow.

AT THE THEATRE COMIQUE Miss Susan Galton will have a farewell benefit this evening. *Ching-chow hi* will be performed. A matinee to-morrow. On Monday Mr. J. Holmes Grover will appear in a drama entitled *The Way of the Wicked.*

AT THE CHESNUT the Galton Troupe will appear on Monday in the operetta of "66."

AT THE AMERICAN an attractive performance will be given this evening. A matinee to-morrow.

CARL SENTZ and Mark Hassler's orchestras will perform Schubert's "unfurnished" symphony to-morrow afternoon at the Musical Fund Hall.

M. DU CHAILLU will lecture on "Lion and Gorilla Hunting," at Concert Hall, on Monday evening.

DR. J. F. BOYNTON will deliver the last lecture of his course at Concert Hall this evening. Subject—"The Mastodon and Mammoth Period."

MR. DE CORDOVA will deliver a humorous lecture at Concert Hall on February 4. This gentleman has attracted crowded houses wherever he has appeared, and his lectures are witty and entertaining.

CITY INTELLIGENCE.

SUDDEN DEATHS.—This morning H. P. Samson, who since the year 1851 had occupied the position of doorkeeper of Common Council Chamber, was found dead in the basement of Independence Hall, where he had been in the habit of sleeping. Deceased was eighty-six years of age. He was at his post yesterday in Common Council, but appeared very feeble.

This morning John Culin, aged about seventy years, fell dead at Nineteenth and Poplar streets.

FIRE.—The roof of Nichols' carpenter shop, on Gothic street, near Second, was discovered in flames this afternoon at half past 1 o'clock. The alarm was sounded and the firemen were soon on hand. The fire, however, was extinguished without their aid. The damage amounts to less than $50. A fight was commenced, but the speedy arrest of the participants prevented a general row.

PUSHED OVERBOARD.—Spencer Chance pushed a colored man overboard at Spruce street wharf, on the Delaware, yesterday. The individual was fished out and Spencer arrested. The latter had a hearing before Alderman Kerr last evening, and was held in $500 bail to answer.

LARCENY OF WASH CLOTHES.—Ellen Leary was arrested yesterday at Hubbell and Fitzwater streets, by Policeman Flick, upon the charge of the larceny of wash clothes which she had in her possession. The accused was held to bail to answer.

DWELLING ENTERED.—Yesterday morning the dwelling of Mr. Charles B. Lower, Twenty-first and Norris streets, was entered by boring through the kitchen door, and the lower story thoroughly ransacked. The thieves were preparing to carry off property when alarmed.

ACCIDENT.—About 11 o'clock this morning James Cozzens, while passing a building which is being torn down at Swanson and Catharine streets, was struck in the head with a piece of lumber and badly injured.

STABLE ROBBED.—Last night the stable of Mr. J. Ludlow, on Haines street, near Chew, Germantown, was entered and robbed of a set of harness, blankets, whip, etc.

ASSAULT AND BATTERY.—Dennis McBadd, for assaulting Mary McGinnis in Manayunk yesterday, has been committed by Alderman Ramsdale.

NOT RECEIVED.—The Sheriff, up to noon to-day, had not received the death-warrant of Gerald Eaton.

FOURTH EDITION

WASHINGTON.

Proceedings in the Senate and House—A Writ Against Judge Underwood.

Suit Against Judge Underwood.

Despatch to the Associated Press.

WASHINGTON, Jan. 29.—The Supreme Court of the United States to-day granted a writ of prohibition against Judge Underwood, returnable Friday next. The application is signed by the Attorney-General of Virginia, who says Underwood discharged several prisoners convicted and sentenced for murder and arson, thus acting contrary to the Constitution and laws.

FORTIETH CONGRESS—THIRD SESSION

Senate.

WASHINGTON, Jan. 29.—The President presented the credentials of the Hon. Zachariah Chandler, Senator elect from Michigan, which were read and placed on file.

Mr. Frelinghuysen presented a memorial, signed by Dr. McCosh, President of Princeton College and professors of that institution, asking Congress to make an appropriation to enable them to take observations of the total eclipse of the sun to take place on the 7th of August next and stating that such observations can be best made in the southern part of the United States.

Mr. Sumner presented the petition of the Massachusetts Horticultural Society for the repeal of the duty on plants and seeds. Also, a petition of George B. Upton, a merchant of Boston, remonstrating against the treaty for the settlement of the alabama claims, as unjust to himself and other American claimants, inasmuch as it proposes to put upon the same footing the claims of British subjects which have arisen out of disagreements in regard to general questions of neutrality and claims of American citizens for losses by piracies committed by British built, British manned, and British armed vessels which left British ports under the protection of the British flag and burned American ships without taking them into port for condemnation and without any action being taken on the part of the said British Government, when these atrocities were laid before it, to prevent the same; but on the contrary these pirates were everywhere received with rejoicing when visiting British ports, and when the notorious builder of one of them boasted of the same in the British Parliament, of which he was a member, he was received with cheers and expressions of satisfaction. This shows, in the opinion of your memorialists, the *animus* of the British Government towards the Government of the United States.

House of Representatives.

Mr. Brooks presented a memorial from leading citizens in New York and Brooklyn, asking the consent of the United States to create as a post road a bridge over the East river between New York and Brooklyn. Referred, with the bill introduced yesterday by Mr. Barnes, to the Committee on Roads and Canals.

Mr. Beaman, from the Committee on Appropriations, reported the Post Office Appropriation bill. Referred to the Committee of the Whole, and made the special order for Tuesday next. The bill appropriates $5,746,000 for deficiencies in the revenue of the Post Office Department for the next fiscal year.

Mr. Washburne (Ill.) from the Committee on Appropriations reported a bill appropriating $51,766 to pay the salaries and contingent expenses of the Patent Office for January and February, 1869. Referred to the Committee of the Whole on the State of the Union.

Mr. Moorhead introduced a bill to provide for the better security of life and property from the dangers of coal oil, crude petroleum, and other products. Referred to the Committee.

Mr. Cullom offered a resolution requesting the President to furnish to the House any information he may have showing that the people of Hayti and San Domingo are desirous that their countries shall become a part of the United States. Adopted.

The House then at 12·30 proceeded to consider private bills.

Ship News.

FORTRESS MONROE, Jan. 29.—Arrived, barque Jardella, 54 days from Rio, for orders. Spoke January 24, barque Wavelet, for Hampton Roads. Passed in, schooners Dearborn, from Porto Rico. Passed out, schooner C. Clark, for West Indies.

WHISKY.

The Great "Kentucky Bourbon" Case Turns up in Louisville.

The Louisville *Courier-Journal* of the 27th says:—

The case of the United States vs. The Kentucky Bourbon Company was called for trial yesterday in the District Court of the United States, G. C. Wharton, Assistant District Attorney, appearing for the Government, and Martin Bijur, Esq., attorney for the claimants. The jury was sworn and the case laid over until Thursday, the 28th inst. The property seized in this case has been valued, by appraisers appointed by the court, in the sum of $16,140. The Government alleges six grounds of forfeiture of the said distillery.

First. That the owners and superintendents of the said distillery exercised and carried on the business of rectifiers without having made payment of the special tax, as in that behalf required.

Second. That the owners and superintendents carried on the business of manufacturers of flour on the same premises on which the business of distilling was carried on.

Third. That the owners and superintendents of the said distillery carried on the business of rectifiers, and rectified a large amount of spirits, and failed and refused to enter in a book required by law to be kept for that purpose the amount of spirits so rectified.

Fourth. That the owners and superintendents of the said distillery carried on the business of distillers and distilled a large quantity of spirits, and failed to enter the amount of spirits so distilled in a book required by law to be kept for that purpose.

Fifth. That the owners and superintendents of the said distillery carried on the business of distillers and rectifiers on the same premises.

Sixth. That the owners and superintendents of the said distillery did not comply with the law in reference to the cistern and cistern room required by law to be erected in the said distillery.

This case, it is said, will be one of the most interesting of the kind ever tried in Kentucky, and is a branch of a piece of litigation commenced in the city of New York. There are some twenty witnesses to examine, and two or three days will probably be consumed in the trial.

TEXAS.

Death of Baker the Notorious Outlaw

A letter from Jefferson, Texas, Jan. 9, says:—Cullen Baker, the outlaw and wholesale murderer, has finally been killed, and, what would appear to be the strangest circumstance, he was killed by a sort of a ghost—a dead man come to life again. I have seen both the body of Baker and the ghost. About four weeks ago Baker went to the house of his brother-in-law, a Mr. Thomas Orr, residing in Lafayette county, Arkansas, broke down the door, and took Mr. Orr and their mutual father-in-law, a Mr. William Foster, tied their hands behind them, and thus kept them prisoners during the night. In the morning he hanged Mr. Orr by the neck until he supposed him dead; he then cut down his body that he might use the rope to hang his father-in-law, who was, however, afterwards released. After Baker's gang had gone Mr. Orr revived, and on the 6th instant, with the assistance of some friends, caught Baker and killed him and one of his men, Kirby by name. A reward of two thousand dollars had been offered by this State for Baker, "dead or alive," and one thousand has been offered by the State of Arkansas.

Andrew Johnson's Aspirations.

The Memphis *Post* of Wednesday says:—

"It will be remembered that the *Avalanche* some time since, in a lengthy editorial, brought out Andrew Johnson as the Conservative candidate for Governor. Yesterday's Nashville special to that journal says that it is now authoritatively announced from Washington that Andy is anxious to enter the Gubernatorial race. His profuse offers of office to a certain class of Tennessee Republicans within the past few weeks have convinced us that he was not satisfied with the incalculable injury he has inflicted upon the nation, but was hoping to bring our Commonwealth again under his malign influence. It becomes the Republican party to guard against his insidious approaches. We have men in our ranks who, from their pretended Republicanism, hope to furnish him with powerful co-operation. Such traitors must be spotted, and their power for evil promptly destroyed."

FIFTH EDITION

THE LATEST NEWS.

The Eastern Difficulty—Reverdy Johnson's Entertainments—The Aspirants to the Spanish Throne.

FOREIGN.

By Atlantic Cable.

The Spanish Throne.

MADRID, Jan. 29.—It is stated that the members of the Provisional Government are unanimously in favor of the Duke of Montpensier for the Spanish throne.

More Toasts for Reverdy Johnson.

LONDON, Jan. 29.—An invitation has been extended to Reverdy Johnson to dine with the corporation authorities of Glasgow, in February, which invitation has been accepted.

Affairs in Greece.

LONDON, Jan. 29.—United States Minister Tuckerman, in a speech delivered at a public dinner in Athens yesterday, expressed the kindliest feelings of the American nation for Greece, and pledged the cordial sympathy of his Government for the Greeks in their anticipated trouble with the Turks.

The Eastern Difficulty.

ATHENS, Jan. 29.—It is reported that Bulgaris, Prime Minister, has resigned. The action of the King of Greece upon the terms submitted by the recent conference is considered as uncertain. Nothing definite as to his intentions relative to the matter is as yet known.

This Evening's Quotations.

LONDON, Jan. 29.—Evening.—Consols, 93¼ for money and account; Five-twenties, 75¼. Railways quiet; Erie, 26¼; Illinois Central, 92¼.

LIVERPOOL, Jan. 29.—Evening.—Cotton firm. Uplands on the spot and afloat 11⅝d.; Orleans, 11¼d.@11¾d. The sales reached 12,000 bales. Cheese firm. Bacon active. Common Rosin, 5s. 9d.@6s. Refined Petroleum, 1s. 11d.

LONDON, Jan. 29.—Evening.—Linseed Oil dull. Other articles unchanged.

From Ohio.

COLUMBUS, Jan. 29.—The stockholders of the Columbus, Chicago, and Indiana Central Railway Company, at their meeting to-day, refused to lease their road to the Atlantic and Great Great Western Railway Company, and ratified a lease of their road and property in perpetuity to the Pittsburg, Cincinnati, and the St. Louis and Pennsylvania Railroad Companies. The vote was large, covering nearly all the stock of the company. The lease takes effect on February 1, 1869.

The Rogers Murder.

NEW YORK, Jan. 29.—Several witnesses were examined by the Coroner to-day relative to the Roger murder.

William Gloucester, a colored boy, testified to seeing two men near Roger's house on the morning of the murder, and identified Tallant as one of them. The other witnesses examined were relatives of the deceased and policeman.

Ship News.

NEW YORK, Jan. 29.—Arrived, steamship Australasian, from Liverpool.

SEVERELY INJURED.—About 10 o'clock this morning Abraham Markley, residing at No. 719 N. Ninth street, was caught between two cars at Conshohocken and severely injured.

Stock Quotations by Telegraph—4 P. M.

Received by telegraph from Glendinning, Davis & Co., Stock Brokers, 48 S. Third street:—

N. Y. Cent. R.	163⅝	West. Union Tel.	39¼
N. Y. and Erie R.	38½	Cleveland&Toledo	105¼
Ph. and Rea. R.	97⅝	Toledo & Wab.	66⅝
Mich. S. and N. I. R.	94½	Mil. & St. Paul R.	76½
Cle. and Pitt. R.	95¼	Adams Express	62¾
Chi. & N. W. R. com.	84¾	Wells, Fargo & Co.	29½
Chi. & N. W. R. prf.	92½	United States	52
Chi. and R. I. R.	133¾	Tenn. 6s, new	67½
Pitts. F. W. and Chi.	122½	Gold	136⅛
Pacific Mail S. Co.	121½	Market steady.	

WEDDING INVITATIONS, ENGRAVED IN the newest and best manner.

LOUIS DREKA, Stationer and Engraver.

No. 1033 CHESNUT Street.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of CHRISTIAN BALD, deceased.

Notice is hereby given that ELIZABETH BALD, widow of the said decedent, has filed her petition, with inventory and appraisement of property elected to be retained by her under the act of April 14 1851 and its supplements, and that unless exceptions be filed thereto on or before SATURDAY, February 13, 1869, the same will be approved by the Court.

GEORGE W. THORN,
Attorney for Widow.

1 29 ftus 4t

THE PRINCIPAL DEPOT

FOR THE SALE OF

REVENUE STAMPS,

No. 304 CHESNUT STREET.

CENTRAL DEPOT, No. 103 S. FIFTH ST.,

(One door below Chesnut street),

ESTABLISHED 1862.

The sale of Revenue Stamps is still continued at the Old-Established Agency.

The stock comprises every denomination printed by the Government, and having at all times a large supply we are enabled to fill and forward (by Mail or Express), all orders, immediately upon receipt, a matter of great importance.

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

Revenue Stamps printed upon Drafts, Checks Receipts, etc.

The following rates of commission are allowed on Stamps and Stamped Paper:—

On $25 and upwards..........2 per cent.
" 100 " ....3 "
" 300 " ....4 "

Address all orders, etc., to

STAMP AGENCY,

No. 304 CHESNUT STREET, PHILADELPHIA

SCHENCK'S

PULMONIC SYRUP,

SEAWEED TONIC, and

MANDRAKE PILLS

WILL CURE

CONSUMPTION,

LIVER COMPLAINT,

AND DYSPEPSIA,

If taken according to the directions. They are all three to be taken at the same time. They cleanse the stomach, relax the liver, and put it to work; then the appetite becomes good; the food digests and makes good blood; the patient begins to grow in flesh; the diseased matter ripens in the lungs, and the patient outgrows the disease and gets well. This is the only way to cure Consumption.

To these three medicines Dr. J. H. SCHENCK of Philadelphia, owes his

UNRIVALLED SUCCESS

In the treatment of Pulmonary Consumption. The Pulmonic Syrup ripens the morbid matter in the lungs, nature throws it off by an easy expectoration, for when the phlegm or matter is ripe, a slight cough will throw it off, and the patient has rest, and the lungs begin to heal.

To do this, the Seaweed Tonic and Mandrake Pills must be freely used to cleanse the stomach and liver, so that the Pulmonic Syrup and food will make good blood.

SCHENCK'S

MANDRAKE PILLS

Act upon the liver, removing all obstructions; relax the ducts of the gall bladder, the bile starts freely, and the liver is soon relieved; the stools will show what the pills can do; nothing has ever been invented except calomel (a deadly poison, which is very dangerous to use unless with great care) that will unlock the gall bladder and start the secretion of the liver like Schenck's Mandrake Pills.

Liver Complaint is one of the most Prominent Causes of Consumption.

SCHENCK'S

SEAWEED TONIC

Is a gentle stimulant and alterative, and the alkali in the seaweed, which this preparation is made of, assists the stomach to throw out the gastric juice to dissolve the food with the Pulmonic Syrup, and it is made into good blood without fermentation or souring the stomach.

THE GREAT REASON

Why physicians do not cure Consumption is, they try to do too much; they give medicines to stop the cough, to stop chills, to stop night sweats, hectic fever, and by so doing they derange the whole digestive powers, locking up the secretions, and eventually the patient sinks and dies.

Dr. SCHENCK, in his treatment, does not try to stop a cough, night sweats, chills, or fever. Remove the cause, and they will all stop of their own accord. No one can be cured of Consumption, Liver Complaint, Dyspepsia, Catarrh, Canker, Ulcerated Throat, unless the liver and stomach are made healthy.

If a person has consumption, of course the lungs are in some way diseased, either tubercles, abscesses, bronchial irritation, plueral adhesion, or the lungs are a mass of inflammation and fast decaying. In such cases what must be done? It is not only the lungs that are wasting, but it is the whole body. The stomach and liver have lost their power to make blood out of food. Now the only chance is to take Dr. SCHENCK'S three medicines, which will bring up a tone to the stomach, the patient will want food, it will digest easily and make good blood; then the patient begins to gain in flesh, and as soon as the body begins to grow, the lungs commence to heal up, and the patient gets fleshy and well. This is the only way to cure Consumption.

WHEN THERE IS NO LUNG DISEASE,

And only Liver Complaint and Dyspepsia, Schenck's Seaweed Tonic and Mandrake Pills are sufficient, without the Pulmonic Syrup. Take the Mandrake Pills freely in all bilious cases, as they are

PERFECTLY HARMLESS.

Dr. SCHENCK, who has enjoyed uninterrupted health, was wasted away to a mere skeleton, in the very last stage of Pulmonary Consumption, his physicians having pronounced his case hopeless, and abandoned him to his fate. He was cured by the aforesaid medicines, and since his recovery many thousands similarly afflicted have used Dr. Schenck's preparations with the same remarkable success. Full directions accompany each, making it not absolutely necessary to personally see Dr. Schenck, unless patients wish their lungs examined, and for this purpose he is professionally at his Principal Office,

PHILADELPHIA, EVERY SATURDAY,

Where all letters for advice must be addressed. He is also professionally at No. 32 Bond street, New York, every other Tuesday; and at No. 35 Hanover street, Boston, every other Wednesday. He gives advice free, but for a thorough examination with his Respirometer the price is $5. Office hours at each city from 9 A. M. to 3 P. M.

Price of the Pulmonic Syrup and Seaweed Tonic, each $1·50 per bottle, or $7 a half dozen. Mandrake Pills, 25 cents a box.

A full supply of Dr. SCHENCK'S MEDICINES for sale at all times at his rooms. Also, for sale by Druggists and Dealers. 1 29 twsarp

IMPORTANT SALE

OF

SPLENDID PAINTINGS,

Now on Free Exhibition in the East Galleries of the

ACADEMY OF FINE ARTS,

TO BE SOLD

MONDAY AND TUESDAY EVENINGS, FEB. 1 and 2,

At 7½ o'clock, at the Art Gallery of

MR. CHARLES F. HASELTINE,

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BY

M. THOMAS & SONS, AUCTIONEERS,

THE COLLECTION OF M. KNOEDLER,

Successor to Goupil & Co., New York,

Being by far the most valuable lot of Paintings ever offered at Public Sale in this city.

CATALOGUES ARE NOW READY. 28 4t

UNDERWRITERS' SALE.

FINE READY-MADE CLOTHING,

Slightly Damaged by Water.

Stock to be closed out immediately.

PAINTER, READ & ELDREDGE,

No. 321 CHESNUT Street,

1 29 6tip PHILADELPHIA.

LAST MONTH OF THE SALE.

HOMER, COLLADAY & CO.

HAVE THIS DAY MADE

STILL FURTHER REDUCTIONS

IN ORDER

TO CLOSE BALANCE OF STOCK,

AS THEIR

LEASE EXPIRES FEBRUARY 1.

Nos. 818 and 820 CHESNUT Street.

BOOTS AND SHOES.

NEW STYLE

SKATING BOOTS

BARTLETT,

THE BOOT MAKER,

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New Styles for the Promenade.

New Styles for the Parlor.

New Styles for Heavy Weather.

His large stock enables him to furnish a good fit at all times. 10 16 fmw

FLOUR.

CHOICE FAMILY FLOUR,

For the Trade or at Retail.

EVERY BARREL WARRANTED.

KEYSTONE FLOUR MILLS,

NOS. 19 AND 21 GIRARD AVENUE,

East of Front street.

1 19 mrp

WANTS.

WANTED TO RENT—On or before the 15th of March, A MODERATE SIZED HOUSE must contain all the modern conveniences, and be in good order, for which a good rent will be paid, and the best of care taken of it.

A property with COACH HOUSE attached preferred situated between TENTH and TWENTIETH and CHESNUT and VINE Streets.

Address P. O. Box 1569, Philadelphia, stating terms and situation. 1 22 tf

INSTRUCTION.

HAMILTON INSTITUTE FOR YOUNG LADIES No. 3810 CHESNUT Street, West Philadelphia.—The Spring Term of this Institution will commence on MONDAY, February 1. For terms, etc., apply to the Principal.

1 22 8t P. A. CREGAR, A. M.

H. D. GREGORY, A. M. CLASSICAL AND ENGLISH SCHOOL, No. 1108 MARKET Street. 1 26 1m*

REMOVAL.

REMOVAL.—THE OFFICE OF THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY has been removed to

No. 130 South THIRD Street,

At which place the Company's business will hereafter be transacted, freight engagements made, and passage tickets sold.

Freights received and bills of lading signed at QUEEN Street Wharf.

W. L. JAMES,
General Agent,
No. 130 South THIRD Street.

1 28 lt

HATS AND CAPS.

JONES, TEMPLE & CO., FASHIONABLE HATTERS, No. 25 S. NINTH Street, First door above Chesnut street. 4 9

WARBURTON'S IMPROVED VENTILATED, and easy-fitting Dress Hats (patented), in all the improved fashions of the season, CHESNUT Street, next door to the Post Office 11 19 5p

TO RENT.

FOR RENT—PROPOSALS WILL BE RECEIVED for the renting of the second, third, and fourth floors and the three stores on TWELFTH Street, of the five story building N. W. corner TWELFTH and FILBERT Streets.

Apply to A. H. MERSHON, No. 1201 MARKET Street.

STERLING BONSALL,
No. 118 N. NINTH Street.

1 27 6t

LOST.

LOST—CERTIFICATE OF OLD CITY LOAN No. 1618, for one hundred dollars, in the name of Mary F. Reeves. Application will be made for the issue of a new certificate. 12 th3m*

HOUSES.

English and American Contrasted, Without Much Flattery to the Former.

From an exceedingly readable article in *Tinsley's Magazine* we make the following selections:—

A MODEL AMERICAN HOUSE.

There is an excellent chance for some speculative showman—some British Barnum—to realize a moderate fortune by importing to this country, erecting and exhibiting, an American house. I do not mean a specimen of the log cabins in which a large proportion of my countrymen are supposed to reside, nor a model of the modest White House, at Washington, which is made to serve as a poor substitute for a Presidential palace; but I mean an average American house, such as those which are erected in all the cities of the United States for the residences of the middle-class population. Compared with a dwelling of this kind, the middle-class houses in England seem destitute equally of comfort and convenience, although those who have never been accustomed to anything different or better consider them quite comfortable and convenient enough for all practical purposes. But then different people have different minds. An Englishman absolutely believes that he can warm a room by building a grate fire at one end of it. An American visiting this country is in a continual shiver, his face being scorched and his back cold, or *vice versâ*, until he becomes thoroughly acclimated, and learns that the most healthy warmth is that which exercise in the open air imparts to the blood.

A MODEL ENGLISH FIRE.

The parade, labor, skill, and paraphernalia required to maintain and manage an English fire are bewildering to a foreigner. There are the grate, and the ornamented fender, and the rug before the hearth; the steel shovel, tongs, and poker that are kept for beauty, not for use; and the steel poker, tongs, and shovel that are to be used. Need I say that the foreigner always undertakes to employ the wrong poker, and is detested accordingly? Then there is the handsome coal-box that stands by the fireside, and the ugly coal-scuttle which the maid carries in and out to replenish the former. Matches, waste-paper, bundles of kindling-wood *ad libitum*, and the first issue thereof is smoke. Presently there comes flame, and then, after many hours of manipulation, heat is generated. Not much heat, but still enough to make one wish for more. Meanwhile, the fire consumes the coals with a fiendish disregard of their price per sack. By way of revenge, I presume, everybody who enters the room gives the fire a savage poke. But, like "Stephano's" fish in the *Tempest*, it is a most delicate monster. Let but a foreign hand touch the poker, and the fire grows sullen and dies out. Every man thinks he can dress a salad; every man thinks he can poke a fire; these are the two least venial of human errors. When the fire dies, either naturally, or by some unskilful touch, it strews the whole fender with its ashes. Then one of the maid-servants produces a boxful of black lead and brushes, takes away the ashes and sifts them, and, by dint of much hard work, polishes the grate again. There is no other institution in England so troublesome, vexatious, unsatisfactory, and ungrateful, as an English fire; but the people love it, and praise it, and shiver round it, as if it were a fire from heaven, like that which lit the altars of the gods.

ENGLISH AND AMERICAN SERVANTS.

It is evident that the origin of the numerous labor-saving contrivances in America is the lack of good servants; but in London the inhabitants have been complaining for years of the lack of good servants, and are yet very slow to introduce servant-saving machines. Americans, who know what the horrors of servantdom really are, cannot but regard these complaints as ill-founded. Everywhere in England, not excepting London, the servants seem astonishingly docile, civil, willing, and well trained. The worst London maid-of-all-work who ever transformed a lodging-house into a purgatory shines like an angel by contrast with her Irish sister in New York. The most stupid, drunken, negligent coachman in England is a perfect master of his business by contrast with his brother, the independent adopted fellow citizen who murders your horses in the United States. Perhaps the best servants we have had in America during the past twenty years were the black slaves in the South; but they were exceedingly lazy, wasteful, and expensive, so that I have often heard a Southern planter declare that he was the real slave forced to work for his negroes. But thirty or forty years ago there was a set of servants, mostly blacks, attached to Knickerbocker families in New York and New Jersey, who were as near perfection as men and women can become. Those were the days of Dutch kitchens, Dutch dishes, Dutch neatness, and Dutch housewifery, now long past and never to return. With them faded away the old faithful race of servants, who honored and respected their employers, and were honored and respected by all. Occasionally one happens upon a descendant of this race, with all the virtues of the good old stock; but the accident is very rare. I remember one of them now—a negress named Diana—with whose culinary art no French cook could compete, and with whose merits as a woman few whiter women could compare. She lived only to show us what treasures we had lost. But the English servants, at their best, are precisely like these Knickerbocker marvels. At their worst, they are so much better than the present race of servants in America, that any American who values his comfort more than his democracy would do well to exchange countries for this reason alone. Nevertheless, we are right to flatter ourselves that we have no good servants because of our democracy. It is not pleasant to think of thousands of young men and women who grow up as servants in private houses, with no ambition beyond exchanging their domestic servitude for the public servitude of a little landlordship and landladyship in a minor tavern. In America a coachman may win his way into Congress, and a servant may marry a future President. If we must have either discomfort or feudalism, let us choose discomfort. But sometimes when I watch the English servants at their work it occurs to me that, as there is nothing degrading in household service, and as Americans pay very dearly for it, surely it ought to be more honestly and ably performed even by embryo Congressmen and the possible wives of Presidents. If any remaining Pogram object to this sentiment as unrepublican, I'll make it stronger by suggesting that we should have in America stricter laws to compel our future rulers to give us fairer work for our fair wages.

THE MODEL IRISH SERVANTS.

One pregnant advantage that the English have is, that their servants are their own countryfolk. A native-born American servant is almost an impossibility. In old times we used to find them in some of the Eastern States, but they were chiefly farmers' daughters sent out as "helps" to neighbors, in order that they might learn housekeeping, and so fit themselves for becoming industrious wives. This is the reason why they were called "helps," and not servants; for being of the same social rank as their employers, there was nothing servile in their occupations. Naturally the same term came in time to be applied to all servants; but it is now very seldom used. The servants in America, then, are all foreigners—Irish in the East, Germans in the West. English and Scotch are more scarce, and are always sure of commanding better places and higher wages. Germans are preferred to the Irish, because they know more about domestic duties and are generally neater in appearance. They have, however, propensities for lager beer, lovers, and waltzing at late balls, which test the temper of the most patient mistress very severely. The Irish go from the emigrant ships to the "intelligence offices," or servants' agencies; and often they have places—that is to say, are hired—the next day after they leave shipboard. Poor girls! The wonder is, not that they know so little, but that they learn so quickly. Coming from homes destitute of every comfort—from straw-thatched cabins, where the only housekeeping consists in piling peat upon the fire—from hovels where all the meals are cooked in the same pot, and gaunt Poverty casts its curse upon the scanty fare—they are transferred in a moment from the horrors of the steerage to what seem to them palaces, and are transformed in a twinkling from emigrants to "culinary *artistes*," or "first-class general servants." They have never had any money before, but they are too shrewd to squander their large wages. With a generosity to which one cannot do too ample justice, their first thoughts are for their poor relatives in Ireland; their first savings are sent to bring these wretched sufferers to the promised land.

These Irish servant girls, whose devotion to their religion shames many a Christian in higher stations, subscribe immense sums of money for the Roman Catholic Church, for the support of priests and for charity. They have always a trifle left, too, for Fenianism or any other "ism" that assumes the garb of the champion of old Ireland. Thinking of all their devotion and their patriotism and their sacrifices, their faults appear trivial; but they have most vexatious faults. They soon learn their independence; their self-respect takes the form of unbridled insolence; they are, almost without exception, virtuous while in service, but they are very fond of drink; they assume unservantlike finery, despise those caps which English maids wear so jauntily, and make frequent drafts upon their mistresses' wardrobes. Cousins are always coming to see them; and as every Irishman is their cousin, a thief or burglar often turns up in a well-regulated household. Funerals are their delight; and as some Irish friend is always dying, and as they are invited to every wake, a considerable portion of their time is devoted to the dead rather than to the living. They domineer over the real mistress of the house, order her out of the kitchen, and give her the full benefit of a temper spoiled by early brutality. They reserve all their affection for their own country-people, and never have the slightest attachment to the families with whom they live. Regarded philosophically, they are excellent patriots; but regarded practically, they are very bad servants, in every way inferior to those of England and Europe.

But there is such a calamity as

TOO MUCH OF A GOOD THING.

The English have too many servants. The labor is divided into very small portions, and there must be a man or a maid for each portion. Butler, housekeeper, cook, housemaid, parlor-maid, nurse, nurse-maid, laundry-maid, lady's-maid, footman, valet, scullery-maid, and page, or "buttons," they muster in a diversified but formidable array, and each one is pledged by some secret bond of the fraternity never to do anything that is assigned by custom to the departments of his coadjutors. At least three or four servants must be attached to a moderate household in London.

In the country I have known fifteen servants engaged to wait upon a family of four persons. I do not speak of noblemen's families, for these maintain an immense retinue of dependants and underlings, but of a quiet country-house, with no game-preserves to look after, and no stud of hunters to require extra stablemen. English ladies are, as a rule, better housewives than American women, and they have need to be so. To manage so many *employés* satisfactorily demands talents, labor, and experience enough to fit a man for the rank of drill-sergeant, or even that of general. In many English houses the servants form a household within a household. They must have a separate table, not furnished forth with the funereal baked meats from their masters' feasts, but with everything cooked especially. Even in the plainest houses there is a fixed extra allowance for the servants' beer. In great houses the upper servants have a third table in the housekeeper's room. All this draws heavily upon the income of the head of the family. Wages are not very dear, but not much cheaper than in America. Perquisites are about the same in both countries. Vails, or gifts from visitors to servants, are not thought of in America; but in many parts of England the custom is continued in all its ancient force. During the dull season last summer, there was a determined attack upon it in the newspapers, but very little effect was produced. Gentlemen furnished statistics to show that it would have cost them less to buy their own shooting-grounds than to accept invitations from friends and pay pounds to the gamekeepers. Other gentlemen ciphered up the amount of money of which they had been mulcted by the under-strappers at houses which they had honored with visits. The journals, in long, logical, and learned leaders, protested against such impositions upon guests. But when the servants, aggravated beyond endurance, at last rushed into print, and, with homely pathos but bad grammar, recorded how much extra work the visitors made for them, almost everybody felt that the servants had the best of the discussion. At any rate, to tip English servants is the custom, and Americans should not venture upon an exception. It is impossible to offend any Englishman of what are called here "the lower orders" by offering him a shilling. From the policeman who points out your way to the page who ushers you into a drawing-room, they all have itching palms. In any other country you can ask a question of a street loafer without being solicited for "the price of a pint of beer;" but not in this. Nowhere else is poverty so very hard and so utterly shameless. Even in Spain and Italy the beggars are too proud to ask for alms if you address them politely.

AMERICAN AND ENGLISH BILLS OF FARE.

When all has been conceded, the fact remains that the Americans have by far the best, most varied, and most extensive bill of fare. I am aware that this is, in a great measure, a matter of individual opinion, and therefore in all I have said of English dishes I have endeavored to condense the results of a long series of references to other Americans who have visited England. It is sufficient for me to indorse the verdict of this national jury. I am afraid, however, that the verdict of a jury of Englishmen who have visited the United States might be very much on the other side. Until recently I supposed that it was admitted that American fruits were much more juicy and luscious than the English, with, perhaps, the single exception of the plums. But the other day a party of Englishmen, all of whom had been twice to the United States, gravely asserted the contrary, and were surprised at my extraordinary lack of discrimination when I could not agree with them. Their English fruit must have ripened upon the sunniest walls—may it ever be so!—and their American fruit must have been eaten before it was matured. This incident has completely shaken my faith in anybody's judgment on the tables of the two countries, and I only submit these paragraphs as a humble contribution of information on this most important subject, which some great *gourmet* will, one day, discuss and decide authoritatively. Still it is in order for me to protest vigorously against that spectral canvas-back duck which haunts an American at English dinners as the albatross haunted the Ancient Mariner. The canvas-back duck is not a fair specimen of American wild fowl. Some people pretend to like it because it has the flavor of the wild celery upon which it feeds; but to develop this flavor the bird has to be cooked quickly before a flaming fire, and eaten almost raw. This duck is very expensive in America, and is consequently valued very highly by epicures; but the majority of Americans would as soon think of feasting upon uncooked crows. The wild game of the United States is of a very different character. It may be pretty fairly judged, all things considered, by the prairie-fowl which are sent over to the London markets; but only the breast of this fowl should be eaten. A wild turkey is the best of game. Few travellers will deny that Delmonico's restaurant, at New York, is to be ranked far above the best restaurants of Paris. There we have the perfection of French cooking applied to a larder more abundant and more diversified than any in Europe. But when you go from this restaurant into private families, the same superiority in the materials and in the *cuisine* is observable, and the lower you descend in the social scale the better are the dinners by contrast with those of similar classes here. There are tens of thousands of poor families in England who can afford meat but once a week, if at all; but no corresponding class can be found in America. An ordinary laborer lives as well there as a small shopkeeper does in Great Britain. After all, that is a superiority more grand than any which can be established for excellence in particular dishes.

CITY ORDINANCES.

A FURTHER SUPPLEMENT

To an ordinance approved June 25, 1856, entitled "An Ordinance relating to the supervision of the Girard Estate and management of the Girard College for Orphans."

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the agent of the Girard estates in Schuylkill, Columbia, and adjoining counties, who shall hereafter be known as the Engineer of the Girard Estates in Schuylkill and Columbia counties, shall appoint, subject to the approval of the Superintendent of the Girard Estates and of the Select Council of the city of Philadelphia, a suitable person, to be known as the Assistant Superintendent of the Girard Estates in Schuylkill and Columbia counties, who shall be in all matters under the direction of the Engineer, and shall assist him in his surveys, etc. He shall reside on the estate; he shall visit daily some portion of the estate, and each colliery and tract of land at least monthly. He shall devote his whole time and ability to the interests of the estate, and make a detailed report in writing on the first day of each month, and oftener if required, to the Committee on Girard Estates, through the Engineer, of all his transactions the preceding month.

Section 2. That from and after the first day of January, 1869, the following shall be the salaries to be paid the officers of the Girard estates:—

1. To the Superintendent twenty-five hundred dollars per annum.
2. To the Agent two thousand dollars.
3. To the Engineer two thousand dollars.
4. To the Assistant Superintendent fifteen hundred dollars, and in addition thereto the use of the old stone house at Girardville free of rent.
5. To the Attorney one thousand dollars.
6. To the Messenger (who shall also be the clerk of the Superintendent) one thousand dollars per annum.

JOSEPH F. MARCER,
President of Common Council.

Attest—
ROBERT BETHELL,
Assistant Clerk of Select Council.
WILLIAM S. STOKLEY,
President of Select Council.

Approved this twenty-seventh day of January, Anno Domini one thousand eight hundred and sixty nine (A. D. 1869).

DANIEL M. FOX,
1 29 1t Mayor of Philadelphia.

RESOLUTION

To Authorize the Tramwaying of Silver Street, Ninth Ward.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Commissioner of Highways be and he is hereby authorized and directed to repave Silver street, from Thirteenth to Juniper street, in the Ninth Ward, said repaving to be done with tramway stone in the tracks of the wheels; and if the cartway is wider than necessary for a single track, he is authorized to reduce it to the proper width by taking an equal quantity from each side.

JOSEPH F. MARCER,
President of Common Council.

Attest—
BENJAMIN H. HAINES,
Clerk of Select Council.
WILLIAM S. STOKLEY,
President of Select Council.

Approved this twenty-seventh day of January, Anno Domini one thousand eight hundred and sixty-nine (A. D. 1869).

DANIEL M. FOX.
1 29 1t Mayor of Philadelphia.

RESOLUTION

Of Instruction to the City Controller.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the City Controller is hereby directed to countersign warrant No. 4379, drawn by the Department of Highways to the order of Charles Weiss, dated December 2, 1868, for one hundred and fifty-nine dollars and ninety-six cents.

JOSEPH F. MARCER,
President of Common Council.

Attest—
ROBERT BETHELL,
Assistant Clerk of Select Council.
WILLIAM S. STOKLEY,
President of Select Council.

Approved this twenty-seventh day of January, Anno Domini one thousand eight hundred and sixty-nine (A. D. 1869).

DANIEL M. FOX,
1 29 1t Mayor of Philadelphia.

AN ORDINANCE

To Make an Additional Appropriation out of the Income of the Girard Estates.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the additional sum of thirty-two hundred dollars be and the same is hereby appropriated to Item 3, salaries for the year 1869, of ordinance approved December 29 1868.

JOSEPH F. MARCER,
President of Common Council.

Attest—
BENJAMIN H. HAINES,
Clerk of Select Council.
WILLIAM S. STOKLEY,
President of Select Council.

Approved this twenty-seventh day of January, Anno Domini one thousand eight hundred and sixty-nine (A. D. 1869).

DANIEL M. FOX,
1 29 1t Mayor of Philadelphia.

PENNSYLVANIA HOSPITAL.—
PHILADELPHIA, December 29, 1868.

The attending Managers are:—
Wistar Morris, No. 269 S. Third street.
S. Morris Wain, No. 128 S. Delaware avenue.
Attending Physician—J. M. Da Costa, M. D., No. 1605 Spruce street.
Attending Surgeons—William Hunt, M. D., No. 1300 Spruce street.
Thomas George Morton, M. D., No. 1421 Chesnut street.

The Physician and Surgeons attend at the Hospital every day (Sundays excepted) to receive applications for admission.

Persons seriously injured by accident are always admitted if brought to the Hospital immediately thereafter. 1 22t

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AWARDED THE ONLY MEDAL
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WILLIAM F. MURPHY'S SONS,
No. 339 CHESNUT Street
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Blank Book Manufacturers,
STATIONERS,
And Steam Power Printers.

A complete stock of well-seasoned BLANK BOOKS of our own manufacture.

A full stock of COUNTING-HOUSE STATIONERY of every description. 12 14mwf t21

JAMES B. SMITH & CO.,
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MANUFACTURERS,
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FIRE-PROOF SAFES.

FROM THE GREAT FIRE
IN MARKET STREET.
HERRING'S PATENT SAFES
Again the Champion!
THE ONLY SAFE THAT PRESERVES ITS CONTENTS UNCHARRED.

LETTER FROM T MORRIS PEROT & CO.

PHILADELPHIA, Twelfth Month 8th, 1868.

Messrs. Farrel, Herring & Co., No. 629 Chesnut street—Gents:—It is with great pleasure that we add our testimony to the value of your Patent Champion Safe. At the destructive fire on Market street, on the evening of the 3d inst., our store was the centre of the conflagration, and, being filled with a large stock of drugs, oils, turpentine, paints, varnish, alcohol, etc., made a severe and trying test. Your Safe stood in an exposed situation, and fell with the burning floors into the cellar among a quantity of combustible materials. We opened it next day and found our books, papers, bank notes bills receivable, and entire contents all safe. It is especially gratifying to us that your Safe came out all right as we had entrusted our most valuable books to it. We shall want another of your Safes in a few days, as they have our entire confidence.

Yours, respectfully,
T. MORRIS PEROT & CO.

HERRING'S PATENT CHAMPION SAFES, the victors in more than 500 accidental fires. Awarded the Prize Medals at the World's Fair, London; World's Fair, New York; and Exposition Universelle, Paris

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12 9 wfm3mrp PHILADELPHIA.

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FIRE AND BURGLAR-PROOF SAFES,
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152 No. 434 RACE Street

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine Tubular and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds. Iron and Brass Castings of all descriptions. Roll Turning. Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc. for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
8 1½ BEACH and PALMER Streets.

J. VAUGHN MERRICK, WILLIAM H. MERRICK
JOHN E. COPE.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,

manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Boats, etc.

Castings of all kinds, either iron or brass.

Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc.

Retorts and Gas Machinery, of the latest and most improved construction.

Every description of Plantation Machinery, also Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping, Engines, etc.

Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines. 6 30½

ANTI-WINDOW RATTLER.
For Dwellings, Cars, Steamboats, Etc.

Prevents Rattling and Shaking of the Windows by the wind or other causes, tightens the sash, prevents the wind and dust from entering, easily attached, and requires but a single glance to judge of its merits.

Call on the General Agent,
C. P. ROSE
No. 727 JAYNE Street,
Between Market and Chesnut,
12 11 fmw3m Philadelphia

MERRICK & SONS
SOUTHWARK FOUNDRY,
No. 430 WASHINGTON AVENUE, Philadelphia,
WILLIAM WRIGHT'S PATENT VARIABLE CUT OFF STEAM-ENGINE,
Regulated by the Governor.
MERRICK'S SAFETY HOISTING MACHINE,
Patented June, 1868.
DAVID JOY'S
PATENT VALVELESS STEAM HAMMER.
D. M. WESTON'S
PATENT SELF-CENTERING, SELF-BALANCING
CENTRIFUGAL SUGAR-DRAINING MACHINE
AND
HYDRO EXTRACTOR,
For Cotton or Woollen Manufacturers. 7 10mw

GEORGE PLOWMAN,
CARPENTER AND BUILDER,
REMOVED TO No. 134 DOCK Street,
PHILAD[illegible]HIA.

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office S. E. corner of THIRD and WALNUT Streets, Philadelphia.
MARINE INSURANCES
On Vessels, Cargo, and Freight to all parts of the world.
INLAND INSURANCES
On goods by river, canal, lake and land carriage to all parts of the Union.
FIRE INSURANCES
On Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY,
November 1, 1868.

$200,000	United States Five Per Cent. Loan, 10 40s	$208,500,00
120,000	United States Six Per Cent. Loan, 1881	136,800 00
50,000	United States Six Per Cent. Loan (for Pacific R).	50,000 00
200,000	State of Pennsylvania Six Per Cent. Loan	211,375 06
125,000	City of Phila. Six Per Cent. Loan (exempt from tax).	128,594 00
50 000	State of New Jersey Six Per Cent. Loan	51,500 00
20,000	Penn. Rail. First Mortgage Six Per Cent. Bonds	20,200 00
25,000	Penn. R. Second Mortgage Six Per Cent. Bonds	24,000 00
25,000	Western Penn. R. Mort. Six Per Cent. Bonds, (P. R. R. guarantee)	20,625 00
30,000	State of Tennessee Five Per Cent. Loan	21,000 00
7,000	State of Tennessee Six Per Cent. Loan	5,031 25
15,000	Germantown Gas Co., principal and interest guaranteed by City of Philad'a, 300 shares Stock	15,000 00
10,000	Penn'a Railroad Company, 200 shares Stock	11,300 00
5,000	North Penn'a Railroad Co., 100 shares Stock	3,500 00
20,000	Phila and Southern Mail Steam Co., 80 shares Stock	15,000 00
207,900	Loans on Bond and Mortgage, first liens on City Properties	207,900 00
$1,109,900 Par.	Market value,	$1,130,325·25
	Cost, $1,093,604·26.	
	Real Estate	36,000 00
	Bills receivable for insurance made	322,486 94
	Balances due at agencies, premiums on marine policies, accrued interest, and other debts due the company	40,178·88
	Stock and scrip of sundry corporations, $3156. Estimated value	1,813·00
	Cash in bank $116 150·08	
	Cash in drawer 413·65	116,563 73
		$1,647,367·80

DIRECTORS.

Thomas C. Hand,	Edmund A. Souder,
John C. Davis,	Samuel E. Stokes,
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Theophilus Paulding,	William C. Ludwig,
Joseph H. Seal,	George G. Leiper,
Hugh Craig,	Henry C. Dallett, Jr.,
John R. Penrose,	John D. Taylor,
Jacob P. Jones,	George W. Bernadou,
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Edward Darlington,	Jacob Riegel,
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JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. [10 6

UNITED SECURITY
LIFE INSURANCE
AND TRUST
COMPANY,
OF
PENNSYLVANIA.
OFFICE:
S. E. Corner FIFTH and CHESNUT Sts.,
PHILADELPHIA.
CAPITAL, - - $1,000,000

DIRECTORS.
PHILADELPHIA.

GEORGE H. STUART,	Hon. ASA PACKER,
GEORGE W. CHILDS,	THOMAS W. EVANS,
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GEORGE H. STUART, President.
C F. BETTS, Secretary.
J L. LUDLOW, Consulting Physician.
R. M. GIRVIN, M. D., JOS F KOERPER, M. D., } Medical Examiners
C. STUART PATTERSON, RICHARD LUDLOW, } Counsel.

This Company issues Policies of Life Insurance upon all the various plans that have been proved by the experience of European and American Companies to be safe, sound, and reliable, at rates as LOW AND UPON TERMS AS FAVORABLE AS THOSE OF ANY COMPANY OF EQUAL STABILITY.

All policies are non-forfeitable after the payment of two or more annual premiums. 11 13 fmw3mrp

1829—CHARTER PERPETUAL.
Franklin Fire Insurance Co.
OF PHILADELPHIA.
OFFICE:
Nos. 435 and 437 CHESNUT STREET.
ASSETS ON JANUARY 1, 1868,
$2,603,740·09.

CAPITAL	$400,000·00
ACCRUED SURPLUS	1,018,893·89
PREMIUMS	1,184,846·20
UNSETTLED CLAIMS,	INCOME FOR 1867
$33,693·22	$350,000·00.

LOSSES PAID SINCE 1829 OVER
$5 500,000.
Perpetual and Temporary Policies on Liberal Terms

DIRECTORS.

Charles N. Bancker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W Richards,	William S. Grant,
Isaac Lea.	Alfred G. Baker,
George Fales,	Thomas S. Ellis!

CHARLES N. BANCKER, President.
GEORGE FALES, Vice-President.
JAS. W. McALLISTER, Secretary pro tem.
Except at Lexington, Kentucky, this Company has no Agencies West of Pittsburg. 212

FIRE INSURANCE EXCLUSIVELY—THE PENNSYLVANIA FIRE INSURANCE COMPANY—Incorporated 1825—Charter Perpetual—No 510 WALNUT Street, opposite Independence Square

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	John Devereux,
Alexander Benson,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,

Daniel Haddock, Jr.
DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

INSURANCE COMPANIES.

INSURANCE COMPANY
OF
NORTH AMERICA,
No. 232 WALNUT STREET, PHILADA.
INCORPORATED 1794. CHARTER PERPETUAL
Marine, Inland, and Fire Insurance,
ASSETS JANUARY 1, 1868, - $2,001,266·72.
$20,000,000 Losses Paid in Cash Since its Organization.

DIRECTORS.

Arthur G. Coffin,	George L. Harrison,
Samuel W. Jones,	Francis R. Cope,
John A. Brown,	Edward H. Trotter,
Charles Taylor,	Edward S. Clarke,
Ambrose White,	T. Charlton Henry,
William Welsh,	Alfred D. Jessup,
Richard D. Wood,	John P. White,
S. Morris Wain,	Louis C. Madeira.
John Mason,	

ARTHUR G. COFFIN, President.
CHARLES PLATT, Secretary.
WILLIAM BUEHLER, Harrisburg, Pa., Central Agent for the State of Pennsylvania. 1 2½

STRICTLY MUTUAL.
PROVIDENT LIFE AND TRUST CO.
OF PHILADELPHIA.
OFFICE, No. 111 S. FOURTH STREET,

Organized to promote LIFE INSURANCE among members of the
SOCIETY OF FRIENDS.

Good risks of any class accepted.

Policies issued upon approved plans, at the lowest rates.

President,
SAMUEL R. SHIPLEY.
Vice-President, WILLIAM C. LONGSTRETH.
Actuary, ROWLAND PARRY.

The advantages offered by this Company are excelled. 327½

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL
No. 224 WALNUT Street, opposite the Exchange.
This Company insures from loss or damage by
FIRE,
on liberal terms, on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings by deposit of premium.

The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.

DIRECTORS.

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M. B. Mahony,	Benjamin Etting,
John T. Lewis,	Thomas H. Powers,
William S. Grant,	A. R. McHenry,
Robert W. Leaming,	Edmund Castillon,
D. Clark Wharton,	Samuel Wilcox,
Lawrence Lewis, Jr.,	Lewis C. Norris.

JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary. 4 28½

IMPERIAL FIRE INSURANCE COMPANY
LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
PREVOST & HERRING Agents,
114 3m. No. 107 South THIRD Street, Phila.

CHROMO-LITHOGRAPHS.

PICTURES FOR PRESENTS.
A. S. ROBINSON,
No. 910 CHESNUT Street,
Has just received exquisite specimens of ART SUITABLE FOR HOLIDAY GIFTS.
FINE DRESDEN "ENAMELS" ON PORCELAIN, in great variety.
SPLENDID PAINTED PHOTOGRAPHS, Including a number of choice gems.
A SUPERB LINE OF CHROMOS.
A large assortment of NEW ENGRAVINGS, Etc. Also, RICH STYLE FRAMES, of elegant new patterns. 3 15½

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.,
N. E. Corner of FOURTH and RACE Sts.,
PHILADELPHIA.
WHOLESALE DRUGGISTS.
IMPORTERS AND MANUFACTURERS OF
White Lead and Colored Paints, Putty Varnishes, Etc.
AGENTS FOR THE CELEBRATED
FRENCH ZINC PAINTS.
DEALERS AND CONSUMERS SUPPLIED AT LOWEST PRICES FOR CASH. 12 16

LUMBER.

1869 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1869
1869 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1869
1869 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1869
1869 WALNUT BDS AND PLANK. WALNUT BDS. AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1869
1869 UNDERTAKERS LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1869
1869 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1869
1869 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1869
1869 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1869
1869 CEDAR SHINGLES. CYPRESS SHINGLES. 1869
MAULE, BROTHER & CO.,
1 1½ No. 2500 SOUTH Street.

T. P. GALVIN & CO.,
LUMBER COMMISSION MERCHANTS
SHACKAMAXON STREET WHARF,
BELOW SLOAT'S MILLS,
(SO-CALLED), PHILADELPHIA.

AGENTS FOR SOUTHERN AND EASTERN Manufacturers of YELLOW PINE and SPRUCE TIMBER BOARDS, etc., shall be happy to furnish orders at wholesale rates, deliverable at any accessible port.

Constantly receiving and on hand at our wharf SOUTHERN FLOORING, SCANTLING, SHINGLES, EASTERN LATHS, PICKETS, BED-SLATS, SPRUCE, HEMLOCK, SELECT MICHIGAN AND CANADA PLANK AND BOARDS, AND HACMATCO SHIP-KNEES. 1 31 stuth½

ALL OF WHICH WILL BE DELIVERED AT ANY PART OF THE CITY PROMPTLY

OLD OAKS CEMETERY COMPANY OF PHILADELPHIA.
OFFICE, NO 518 WALNUT STREET.

The Company is now prepared to dispose of lots on REASONABLE TERMS. The advantages offered by this Cemetery are well known to be equal if not superior to those possessed by any other Cemetery. We invite all who desire to purchase burial lots to call at the office, where plans can be seen and all particulars will be given. Deeds for lots sold are ready for delivery.

RICHARD VAUX, President.
PETER A KEYSER, Vice-President.
MARTIN LANDENBERGER, Treasurer.
MICHAEL NISBET, Secretary. 1 11 6m

ALEXANDER G. CATTELL & CO
PRODUCE COMMISSION MERCHANTS,
No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTELL. 22

LITERATURE.

EVIEW OF NEW BOOKS.

AT I KNOW ABOUT BEN ECCLES. By Abra- am Page. Published by J. B. Lippincott Co.

t is pleasant occasionally to meet with a ter who has a pleasantly original style, o, without shocking our prejudices, by his iations from the accustomed order of things, offending by efforts at strangeness and sin- larity, knows how to tell the old story of e, hope, longing, and despair in such a nner as to give it all the charm of entire velty. The author of the work before us s not do this altogether, but he has his own y of telling his story, and his deviations m the ordinary routine of story-writers stitute the principal charm of the book. mewhat inclined to be garrulous, Mr. Page anches off from his main narrative a dozen nes in every chapter to discourse upon every pic under the sun; and if his philosophical flections and conclusions are neither very w nor very profound, they are characterized much shrewdness and practical common nse. The author apologizes for his wander- gs too often, however, and there are some necessary sneers at Puritanism and the nkees, two subjects that Mr. Page was evi- ntly not sufficiently well informed about to ake his opinions of any value. The story of en Eccles is well worthy of attention on its wn account. The characters are lifelike, and e sketches of society and manners in a orth Carolina village have an appearance of uth and fidelity.

—From Messrs. Smith & English we have ceived "The Letters of Madame de Sévigné" nd "The Letters of Lady Mary Wortley ontagu." Published by Roberts Brothers, oston. Both of these volumes are edited by rs. S. J. Hale, who has arranged the letters or the greater convenience of the reader by iscarding the order in which they were written, and grouping those addressed to each person together. Short introductory biographical sketches of Madame de Sévigné and Lady Mary Montagu are also given. These two famous letter-writers were remarkable women, and they lived in remarkable times. Their writings give us a great amount of historical information about men and women, manners and customs, that can be obtained from no other source. Lady Mary Montagu, if she did not take Madame de Sévigné as her model, at least endeavored to rival the purity and grace of her style. The letters of both ladies have been esteemed as models of composition, but hitherto they have not been generally accessible. The edition issued by Messrs. Roberts Brothers is handsomely printed and bound, and is to be recommended to those who wish to read the letters on account of the interest of their subjects or to study them as models of style.

—Messrs. Fields, Osgood & Co. are publishing a uniform edition of Charles Reade's novels, which will be agreeable intelligence for the admirers of that author. Hitherto Mr. Reade's stories have been issued in all manner of styles, shapes, and sizes, to the disgust of book buyers who like to have uniformity on their library shelves. This edition is printed in double columns, on fine paper, and is tastefully bound in green cloth. "Hard Cash" and "Foul Play" have been issued, and are for sale by Turner Brothers & Co., No. 808 Chesnut street.

—*Sloan's Architectural Review* for February has reached us, and we find it, as usual, filled with interesting articles on architecture and building. The editors judiciously divide their space between the artistic and practical, and those who are not particularly interested in architectural matters will find the *Architectural Review* to contain a large amount of interesting reading. The February number has fine designs for stores, churches, villas, etc., with full descriptions of all the details. Published by Claxton, Remsen & Haffelfinger.

WOMEN AND LITERATURE.

To the Editor of the Evening Telegraph:—

SIR:—If the claim is admitted that the average intellect and education of American women are greater than those of their European sisters, it cannot be denied that there is not yet the attention paid to their education that there should be. We do not yet appreciate that woman is not the "conventional mediocrity" to which she has been limited, and is capable of a true intellectual development. In this it is not meant to accept all the dogmas promulgated at women's rights conventions, but to maintain that a proper mental development is rightfully demanded by the sex.

In admitting the eternal distinction that thought predominates in the man and feeling in the woman, we must not forget the essential unity of the human soul; reflection should be attendant upon feeling and feeling upon reflection.

This is suggestive of her reading; and here occurs the question, what course of reading will best attain the proper education of woman?

The answer to this question must vary with different temperaments and situations; but there are some things which, broadly speaking, most women should know more of than they do. History, for example, as it comprehends humanity upon a broad, generalized basis, has a demand upon the attention of every human being. It takes possession of man's past experience and points out to him in a measure his future destiny. It chronicles life in its whole range of thought and feeling, and considers man in his various relations, under what laws he lived, what conventionalities formed the rule of society, and what theology shaped his moral and religious being. Such works as Gibbon, Hume and Motley have written are the text-books which form the reflective and philosophic mind. They describe human action; and what is philosophy but human action analyzed?

There is another class of writers with whom cultured women should keep abreast, who are the generators of what is distinctively termed polite literature. They are the novelists and essayists of our day. They challenge attention from every nook and corner of the literary world. They fill magazines and creep into the columns of daily newspapers, and great numbers appear in more pretentious and substantial guise. Of course, attention cannot be paid to all; it is, therefore, incumbent on the reader to choose the best and bid a final adieu to inferiority—a task which is not easy, but which, with judicious advice, is possible. Wisely to select poetry is one of the hardest things for the feminine mind. There is so much poetry which is partly objectionable and partly salutary, that choice becomes puzzling. But poetry is the language of the affections, and, therefore, peculiarly affords pabulum to the minds of women. The age, however, that has produced Elizabeth Barrett Browning ought to be the harbinger of wise discernment as well as of the perfection of all that is gracious and beautiful in the sex, for she was indeed a model whose study should better her succeeding sisters to the end of time.

Jan. 28, 1869.

Deer and Deer-Shooting in Texas.

In a late number of the *American Naturalist*, published by the Peabody Academy of Science in Salem, Mass., Mr. Charles Wright gives a pleasant account of his experience as a deer hunter in Texas. He says:—

"What becomes of deer's horns? A few years ago I saw an attempt to answer the question by some person in one of the Southern Atlantic States, and he arrived at the conclusion that the animal covers them, or they would be oftener found. But, in the first place, deer are not so plentiful there that they must be expected to scatter their horns very thickly over the open parts of the forest where they would be readily seen. And, again, each large buck has but two horns thus to dispose of each year; and the large bucks are not very numerous, while the antlers of the small ones are inconspicuous. But the writer had, or thought he had, evidence that the buck covers his antlers with leaves. Doubtless they are so covered by leaves which fall upon them, according to natural laws; but in the forests, and particularly in the prairies of the West, I have seen hundreds which certainly had never been covered by the animals that dropped them. They decay in the ordinary course of nature, and are also eaten by some small rodent, whose tooth-marks I have often seen upon them.

"It may not be known to many that bucks often 'lock horns,' and it sometimes becomes a 'dead-lock' literally. I have met, during my hunts, more than one pair of heads thus coupled together, and I killed one pair of bucks so firmly united that they would have died of hunger if I had not put them to death in a manner less lingering and painful. These animals had evidently come together with great violence; the antlers had yielded to the shock, and had closed again in such a manner that no ordinary exertion of strength was sufficient to separate them. It is not very easy to explain their position; but the beam of the left antler of one was behind, and in close contact with the bases of the two antlers of the other, while the tips of the right antler of the former were locked in the tips of those of the latter. When, later, the skin on the back of the head at the base of the antlers dried and shrunk, room was made for a little movement, and they could then be unlocked.

* * * "I will only touch upon one peculiarity of the chase in Texas, as I heard it from those who had followed it in the States from which they came. It was said that in the Atlantic and Gulf States, where the chase is or was a favorite pastime, the hunter can judge, with considerable probability, where the deer will pass when running before the hounds. Thus in a given area—a township, we will suppose—the deer will cross a creek in one or two of half a dozen regular crossings; or he will pass one of a limited number of known glades or openings in the general forest. But in Texas this did not hold good. Either the deer had no regular passing places, or they had so indefinite a number that the hunters were not able to discover them. Perhaps this difference comes from the fact that running deer with hounds had never been practised there, and they had not become used to it. The hunters were quite at a loss where to station themselves in order to get a shot at the chase."

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of JACOB STITES.

The Auditor appointed by the Court to audit, settle, and adjust the account of ELIZABETH A. STITES and CHARLES M. LUKENS, administrators of JACOB STITES, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on WEDNESDAY, February 3, 1869, at 4 o'clock, P. M., at his office, No. 433 WALNUT Street, in the city of Philadelphia.

1 22 fmw5t] THOMAS J. WORRELL, Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of CHARLES LELAND, deceased.

The Auditor appointed by the Court to audit, settle, and adjust the account of ALBERT G THORP, Jr., Administrator of the estate of said decedent, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on TUESDAY, February 9, 1869, at 3 o'clock P. M, at his office, No. 118 S. SIXTH Street, in the City of Philadelphia.

1 2 mw5t THOMAS R. ELCOCK, Auditor.

GOVERNMENT SALES.

SALE OF GOVERNMENT VESSEL.

DEPUTY QUARTERMASTER-GENERAL'S OFFICE, BALTIMORE, Md. Jan. 26, 1869.

The United States steamer COLONEL RUCKER will be offered at public sale at the port of Baltimore, at 12 o'clock, noon, on WEDNESDAY, February 10, 1869. This vessel is a

PROPELLER,

of 241 66-95 tons; length, 131 feet; breadth, 22 2 10 feet; depth of hold, 8 5-10 feet; draft, light, 3 feet; loaded, 8 feet.

She has one direct-acting low-pressure engine (24x24 inches) of 80 horse power, and one boiler.

The hull is of iron, covered with 2½-inch white oak and pine plank. The hull and boiler were recently repaired at an expense of three thousand dollars.

All the property on board that rightly belongs to her outfit will be sold with the vessel. She is well found in every respect and ready for immediate use.

The right is reserved to reject any and all bids for cause deemed sufficient by the undersigned.

The vessel is now lying at the head of SPEAR'S WHARF (foot of Gay street), where the sale will take place, and is open to inspection by those desiring to become bidders.

Terms—Cash in Government funds on day of sale.

STEWART VAN VLIET,
Deputy Quartermaster-General,
t and Brevet Major-General U. S. Army.

GROCERIES, ETC.

WHITE CLOVER HONEY,

BETHLEHEM BUCKWHEAT,

EXTRA MESS MACKEREL.

ALBERT C. ROBERTS,

Dealer in Fine Groceries,

11 7¾rp Cor. ELEVENTH and VINE Streets.

DEPARTMENT OF HIGHWAYS,—OFFICE OF CHIEF COMMISSIONER, FIFTH STREET, WEST SIDE, BELOW CHESNUT, PHILADELPHIA, January 21 1869.

NOTICE.—In accordance with the provision of an Ordinance of Councils approved April 24, 1868, notice is hereby given that the final estimate for the construction of the sewer on Eighteenth and Vine streets will be paid February 20, 1869. All persons having claims for labor done or material furnished for said sewer are requested to present the same for payment on or before 12 o'clock M., February 21, 1869.

1 22 fe5 19 8t] MAHLON H. DICKINSON, Chief Commissioner of Highways.

DR. KINKELIN, AFTER A RESIDENCE and practice of thirty years at the Northwest corner of Third and Union streets, has lately removed to South ELEVENTH Street, between MARKET and CHESNUT.

His superiority in the prompt and perfect cure of all recent, chronic, local, and constitutional affections of a special nature, is proverbial.

Diseases of the skin, appearing in a hundred different forms, totally eradicated; mental and physical weakness, and all nervous debilities scientifically and successfully treated. Office hours from 8 A. M. to 8 P. M.

CORN EXCHANGE BAG MANUFACTORY.
JOHN T. BAILEY,
N. E. corner of MARKET and WATER Streets, Philadelphia.
DEALERS IN BAGS AND BAGGING
Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand
1221 Also, WOOL SACKS.

SHIPPING.

LORILLARD'S STEAMSHIP LINE

FOR NEW YORK.

Sailing Tuesdays, Thursdays, and Saturdays at noon. The winter rates at which freight is now taken is 20 cents per 100 pounds, gross, 8 cents per foot, or 2 cents per gallon, ship's option The Line is now prepared to contract for spring rates lower than by any other route, commencing on March 15, 1869. Advance charges cashed at office on Pier. Freight received at all times on covered wharf.

JOHN F. OHL,
8 28 6m Pier 19 North Wharves.

N. B. Extra rates on small packages iron, metals, etc.

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Mail Steamers are appointed to sail as follows:—

CITY OF LONDON, Saturday, January 30.
CITY OF BALTIMORE, Saturday, February 6.
CITY OF CORK, Tuesday, February 9.
CITY OF PARIS or BROOKLYN, Saturday, Feb. 13 and each succeeding Saturday and alternate Tuesday, at 1 P. M., from Pier 45, North River.

RATES OF PASSAGE BY THE MAIL STEAMER SAILING EVERY SATURDAY,

Payable in Gold.		Payable in Currency.	
FIRST CABIN	$100	STEERAGE	$32
to London	105	to London	40
to Paris	115	to Paris	47

PASSAGE BY THE TUESDAY STEAMER VIA HALIFAX

FIRST CABIN, Payable in Gold.		STEERAGE, Payable in Currency.	
Liverpool	$90	Liverpool	[illegible]
Halifax	20	Halifax	[illegible]
St. John's, N. F., by Branch Steamer	45	St. John's, N. F., by Branch Steamer	30

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.

Tickets can be bought here by persons sending for their friends, at moderate rates.

For further information apply at the Company's Offices.

JOHN G. DALE, Agent, No. 15 BROADWAY, N. Y.
Or to O'DONNELL & FAULK, Agents,
No. 411 CHESNUT Street, Philadelphia.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST.

The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50 North river.

ST. LAURENT	Brocande	Saturday, Oct. 3
VILLE DE PARIS	Surmont	Saturday, Oct. 17
PEREIRE	Duchesne	Saturday, Oct. 31

PRICE OF PASSAGE

in gold (including wine),

TO BREST OR HAVRE,

First Cabin.........$140 | Second Cabin.........$85

TO PARIS,

(Including railway tickets, furnished on board)

First cabin.........$145 | Second cabin.........$85

These steamers do not carry steerage passengers.

Medical attendance free of charge.

American travellers going to or returning from the continent of Europe, by taking the steamers of this line avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.

GEORGE MACKENZIE, Agent,
No. 58 BROADWAY, New York.

For passage in Philadelphia, apply at Adams' Express Company, to H. L. LEAF,
1 1⅞ No. 320 CHESNUT Street.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST, EVERY SATURDAY,

At noon, from FIRST WHARF above MARKET Street.

THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense of transfer.

Steamships insured at lowest rates.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 1½

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WM. P. CLYDE & CO.,
No. 14 North and South Wharves.
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, Virginia. 61

NOTICE.—FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL, EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of this line leave DAILY from first wharf below Market street.

THROUGH IN 24 HOURS.

Goods forwarded by all the lines going out of New York, North, East, and West, free of commission.

Freights received at our usual low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 14 S. WHARVES, Philadelphia.
JAMES HAND, Agent. 20½
No. 119 WALL Street, corner of South, New York

FOR NEW YORK—SWIFT-SURE Transportation Company Despatch and Swift-sure Lines, via Delaware and Raritan Canal, on and after the 15th of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines.

For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO.,
1 1½ No. 132 S. DELAWARE Avenue.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3·15, 3½, 4, 5, 5½, 6·10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown at 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 down train, and 3½ and 5½ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2, 7, and 10½ P. M.

Leave Germantown at 8·15 A. M., 1, 6, and 9¾ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5¾, 7, 9, and 11 P. M.

Leave Chestnut Hill at 7·10, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9·15 A., 2 and 7 P. M.

Leave Chestnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5½, 6¼, 8·05, and 11½ P. M.

Leave Norristown at 5·40, 7, 7·50, 9, and 11 A. M., 1½, 3, 4½, 6¼, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M.; 2½ and 7½ P. M.

Leave Norristown at 7 A. M.; 5½ and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11·05 A. M.; 1½, 3, 4½, 5½, 6¼, 8·05, and 11½ P. M.

Leave Manayunk at 6·10, 7½, 8·20, 9½, and 11½ A. M.; 2, 3½, 5, 6¼, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M.; 2½ and 7½ P. M.

Leave Manayunk at 7½ A. M.; 6 and 9½ P. M.

W. S. WILSON, General Superintendent,
Depot, Ninth and Green streets.

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

WINTER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—

At 7·45 A. M. (Express for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.

9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.

At 1·45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.

At 5·00 P. M. for Bethlehem, Easton, Allentown and Mauch Chunk.

For Doylestown at 8·45 A. M., 2·45 and 4·15 P. M.

For Fort Washington at 10·45 A. M. and 11·30 P. M.

For Lansdale at 6·20 P. M.

Fifth and Sixth streets, Second and Third streets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA

From Bethlehem at 9·10 A. M., 2·10, 5·25, and 8·30 P. M.

From Doylestown at 8·35 A. M., 4·55 and 7 P. M.

From Lansdale at 7·30 A. M.

From Fort Washington at 10·45 A. M. and 3·10 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.

Philadelphia for Doylestown at 2 P. M.

Doylestown for Philadelphia at 7 A. M.

Bethlehem for Philadelphia at 4 P. M.

Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH street.

ELLIS CLARK, Agent.

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARF.

At 6·30 A. M., via Camden and Amboy Accom.	$2·25
At 8 A. M., via Camden and Jersey City Ex. Mail	3·00
At 2 P. M., via Camden and Amboy Express	3·00

At 6 P. M., for Amboy and intermediate stations.

At 6·30 and 8 A. M., and 2·00 P. M. for Freehold.

At 8 and 10 A. M., 2, 3·30, and 4·30 P. M. for Trenton.

At 6·30, 8, and 10 A. M., 1, 2, 3·30, 4·30 6, and 11·30 P. M. for Bordentown, Burlington, Beverly, and Delanco.

At 6·30 and 10 A. M., 1, 3·30, 4·30, 6, and 11·30 P. M. for Florence, Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. for Florence and Riverton.

The 1 and 11·30 P. M. Lines leave from Market Street Ferry (upper side.)

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare $3.

At 7·30 and 11 A. M. 2·30, 3·30, and 5 P. M. for Trenton and Bristol. And at 10·15 A. M. for Bristol.

At 7·30 and 11 A. M. 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7·30 and 10·15 A. M. and 2·30, and 5 P. M. for Schenck's and Eddington.

At 7·30 and 10·15 A. M. 2·30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations.

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

At 9·45 A. M., 1·20, 4, 6·30, and 12 P. M. New York Express Lines, via Jersey City; Fare, $3 25.

At 11·30 P. M. Emigrant Line; Fare, $2.

At 9·45 A. M., 1·20, 4, 6·30, and 12 P. M., for Trenton.

At 9·45 A. M., 2, 6·30 and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·45 A. M., 6·30 and 12 P. M. Lines will run daily. All others, Sundays excepted.

For Lines leaving Kensington depot, take the cars on Third or Fifth streets, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9·45 A. M. 6·30 and 12 P. M. Lines.

BELVIDERE DELAWARE RAILROAD LINES,

FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

At 7·30 A. M. and 3·30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY. (Upper Side.)

At 7 and 10 A. M., 1·30, 3·30, and 5·30 P. M., for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville. Ewansville Vincentown, Birmingham, and Pemberton.

At 7 A. M., 1·30 and 3·30 P. M., for Lewistown Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

11 16 WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD

FALL TIME, TAKING EFFECT NOV. 22, 1868.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut Streets cars run within one square of the Depot.

Sleeping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:—

Mail Train	8·00 A. M.
Paoli Accommodation, 10·30 A. M., 1·10, and	9·00 P. M.
Fast Line	11·50 A. M.
Erie Express	11·50 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·00 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Buffalo Express	10·45 P. M.
Philadelphia Express	12·00 Night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5·00 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ:—

Cincinnati Express	3·10 A. M.
Philadelphia Express	6·10 A. M.
Paoli Accommodation, 8·30 A. M., 3·40 and	7·10 P. M.
Erie Mail and Buffalo Express	10·00 A. M.
Parkesburg Train	9·10 A. M.
Fast Line	10·00 A. M.
Lancaster Train	12·30 P. M.
Erie Express	4·20 P. M.
Day Express	4·20 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information apply to

JOHN VANLEER, Jr. Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS,

429 General Superintendent Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Commencing MONDAY, November 23, 1868.—Trains will leave Depot corner Broad street and Washington avenue, as follows:—

Way-Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4·00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11·30 P. M. (Daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, and Havre de Grace.

Passengers for Fortress Monroe and Norfolk will take the 12·00 M. train.

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7·00 and 8·10 A. M., 1·30, 4·15 and 7·00 P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia. The 7·00 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail. 9·35 A. M., Express, 2·25 P. M., Express, 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—WINTER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, November 23, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	10·45 P. M.
" " Williamsport	8·15 A. M.
" " arrives at Erie	9·50 P. M.
ERIE EXPRESS leaves Philadelphia	11·50 A. M.
" " Williamsport	8·50 P. M.
" " arrives at Erie	10·00 A. M.
ELMIRA MAIL leaves Philadelphia	8·00 A. M.
" " Williamsport	6·30 P. M.
" " arrives at Lockhaven	7·45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	10·55 A. M.
" " Williamsport	12·55 A. M.
" " arrives at Philadelphia	10·00 A. M.
ERIE EXPRESS leaves Erie	6·25 P. M.
" " Williamsport	7·50 A. M.
" " arrives at Philadelphia	4·20 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. BAGGAGE CHECKED THROUGH. ALFRED L. TYLER,

1 1½ General Superintendent.

WEST JERSEY RAILROADS.—FALL AND WINTER ARRANGEMENT.

From foot of MARKET Street (Upper Ferry).

Commencing WEDNESDAY, September 16, 1868.

TRAINS LEAVE AS FOLLOWS.

For Cape May and stations below Millville, 3·15 P. M.

For Millville, Vineland, and intermediate stations 8·15 A. M., 3·15 P. M.

For Bridgeton, Salem, and way stations 8·15 A. M. and 3·30 P. M.

For Woodbury at 8·15 A. M., 3·15, 3·30, and 6·00 P. M.

Freight train leaves Camden daily at 12 o'clock noon.

Freight received at second covered wharf below Walnut street, daily.

Freight Delivered No. 228 South Delaware avenue

WILLIAM J. SEWELL,
1 1½ Superintendent.

AUCTION SALES.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom st.

Sale at No. 1308 N. Broad street.

HANDSOME FURNITURE, CHICKERING PIANO FORTE, ELEGANT CARPETS, LARGE MANTEL MIRRORS, FARREL & HERRING FIREPROOF, ETC.

On Monday Morning,

February 1, at 10 o'clock, at No. 1308 N. Broad street, will be sold the furniture of a family removing, comprising elegant Brussels carpets, on parlors, chambers, and stairs; rosewood 7¼ octave piano-forte, made by Chickering. French plate mantel mirrors, 74 by 62 inches; walnut parlor furniture, covered with plush; elegant etagere, with mirror; walnut chamber furniture; oak library furniture: walnut dining-room furniture; china, glass, plated ware, etc.

FIREPROOF SAFE.—Also one of Farrel & Herring's small fireproof safes, enclosed in walnut etagere.

Catalogues can be had at the auction store.

The furniture may be examined early on the morning of sale. 1 29 2t

CLARK & EVANS, AUCTIONEERS, NO. 630 CHESNUT Street.

Will sell THIS DAY, Morning and Evening, A large invoice of Blankets, Bed Spreads, Dry Goods Cloths, Cassimeres, Hosiery, Stationery, Table and Pocket Cutlery, Notions, etc.

City and country merchants will find bargains.

Terms cash.

Goods packed free of charge 9 23

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS, December 14, 1868.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Reading at 6·35 P. M.; arrives in Philadelphia at 9·25 P. M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9·10 A. M. Returning, leaves Philadelphia at 4 P. M.; arrives in Pottstown at 6·15 P. M.

READING ACCOMMODATION.

Leaves Reading at 7·30 A. M., stopping at all way stations; arrives in Philadelphia at 10·20 A. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 7·40 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2·05 P. M., and Pottsville at 2·45 P. M., arriving at Philadelphia at 6·45 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M., and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Pottsville and all way stations; leaves Pottsville at 7·30 A. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leaves Philadelphia for Reading at 8 A. M. Returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4 P. M. trains from Philadelphia. Returning from Downingtown at 6·30 A. M., 12·45 and 5·15 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7·30 A. M. and 4 P. M. trains from Philadelphia, returning from Skippack at 8·10 A. M. and 12·45 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1·05 A. M., and 1·50 and 10·19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3·50 and 5·50 A. M., and 10·50 P. M., passing Reading at 5·44 and 7·31 A. M., and 12·50 P. M., and arriving at New York at 11 A. M., and 12·20 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail Train for New York leaves Harrisburg at 8·10 A. M., and 2·05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·45 and 11·30 A. M., and 6·40 P. M., returning from Tamaqua at 8·35 A. M., and 2·15 and 4·35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7·55 A. M. for Pinegrove and Harrisburg, and at 12·15 noon for Pinegrove and Tremont. Returning from Harrisburg at 3·30 P. M., and from Tremont at 7·40 A. M. and 5·35 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading, and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicholls, General Superintendent, Reading.

COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points, at $52·50 each for families and firms.

SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

FREIGHT TRAINS

Leave Philadelphia daily at 4·35 A. M., 12·30 noon, 5 and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

BAGGAGE.

Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

WEST CHESTER AND PHILADELPHIA RAILROAD.—WINTER ARRANGEMENT.—On and after MONDAY, October 5, 1868, Trains will leave as follows:—

Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7·45 A. M., 11 A. M., 2·30 P. M., 4·15 P. M., 4·50 P. M., 6·15 and 11·30 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street at 6·25 A. M., 7·45 A. M., 8·00 A. M., 10·45 A. M., 1·55 P. M., 4·50 P. M., and 6·55 P. M.

Trains leave West Chester at 8·00 A. M. and leaving Philadelphia at 4·50 P. M., will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7·45 A. M., and going West will take the train leaving Philadelphia at 4·50 P. M., and transfer at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS,

Leave Philadelphia at 8·30 A. M. and 2·00 P. M.

Leave West Chester at 7·55 A. M. and 4·00 P. M.

Trains leaving Philadelphia at 7·45 A. M. and 4·50 P. M., and leaving West Chester at 8·00 A. M. and 4·50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

4 10½ HENRY WOOD, General Sup't.

AUCTION SALES

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

FREE EXHIBITION OF SPLENDID PAINTINGS.

CARD.

M. Knoedler's (successor to Goupil & Co.) collection of elegant paintings is now on exhibition in the East Gallery of the Academy of Fine Arts.

Admission free, from 9 A. M. till 5 P. M. daily. [1 28

The sale will take place at the Art Gallery of Mr Chas. F. Haseltine, No. 1125 Chesnut street, on Monday and Tuesday evenings, February 1 and 2 at 7½ o'clock.

Catalogues now ready.

SALE OF REAL ESTATE, STOCKS, &c., February 2, 1869, at 12 o'clock, noon, at the Philadelphia Exchange, will include—

OLD YORK ROAD—4 Frame Dwellings and large lot.

SOUTH, No. 641—Store and Dwelling.

SPRUCE, No. 200—Valuable Hotel.

CATHARINE, above Sixteenth—Building Lot.

TENTH (North), No. 229—Desirable Dwelling.

SEVENTH (North), No. 2124—Modern Dwelling.

1000 shares West Bangor State Mining Co.

25 shares Union Passenger Railway Co.

14 shares Union Mutual Insurance Co., capital stock.

10 shares Bear Mountain and Franklin Coal Co.

50 shares Maple Shade Oil Co.

200 shares Mingo Oil Co.

$425 Wabash and Erie Canal (special stock.)

Pew No. 124, Church of the Epiphany.

1 share Continental Hotel Co., (old stock.)

206 shares Second and Third Streets Passenger Railway Co.

1 share Philadelphia Athenæum.

30 shares Southern Transportation Co.

30 shares National Exchange Bank.

7 shares Bank of North America.

4 shares Philadelphia and Southern Mail Steamship Co.

$5000 City of Trenton 6 per cent Bonds. [1 29 3t

20 shares American Buttonhole Machine Co.

MARTIN BROTHERS, AUCTIONEERS.—(Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT St., rear entrance from Minor.

Sale No. 1406 N. Fifteenth street.

ELEGANT WALNUT FURNITURE, HANDSOME MIRRORS, ELEGANT ROSEWOOD PIANO, VERY FINE OIL PAINTINGS, RICH BRUSSELS CARPETS, FINE GLASSWARE AND CHINA, ETC.

On Tuesday Morning,

February 2, at 10 o'clock, at No. 1406 N. Fifteenth street, above Master street, by catalogue, the entire furniture, including very elegant walnut and maroon plush drawing-room suit, centre table, handsome walnut chamber furniture, 2 handsome walnut sideboards, superior library furniture, bookcase, elegant rosewood piano by Ramm; very fine French plate mirrors, handsomely framed; French mantel clocks, Rogers' Group, fire-proof silver chest, hair mattresses, richly cut glassware, fine white French china, plated ware, rich Brussels carpets, cottage suit, kitchen utensils, etc.

ELEGANT OIL PAINTINGS.

Also, several fine subjects by William Shayer, Verboeckhoven, Bonfield, Dyke, and others; fine engravings, etc.

The cabinet furniture was made to order and is in elegant condition.

May be seen early on the morning of sale. 1 21 10t

HANDSOME MODERN RESIDENCE.

Immediately previous to the sale of the furniture, at 10 o'clock, the HANDSOME MODERN THREE-STORY BRICK RESIDENCE, Double Three-story Back Buildings, side yard, lot of ground, 23½ feet front, by 100 feet deep. No. 1406 N. Fifteenth street, above Master street. The house is in elegant condition; has all the modern conveniences and improvements, underground drainage, etc. 1 22 9t

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

FIRST LARGE SPRING SALE OF 2000 CASES BOOTS, SHOES, TRAVELLING BAGS, ETC.

On Tuesday Morning,

Feb. 2, at 10 o'clock, on four months' credit, including—

men's, boys', and youths' calf, kip, and buff leather boots; fine grain long dress boots; Congress boots and balmorals; kip, buff, and polish grain brogans; women's, misses', and children's goat, morocco, kid, and enamelled balmorals; Congress gaiters; lace boots; lasting gaiters; ankle ties; travelling bags; metallic overshoes, etc. 1 27 5t

ADMINISTRATORS' SALE OF FANCY CASSIMERES.

On Wednesday,

Feb. 3, will be peremptorily sold, on four months credit, commencing at 10 o'clock, by order of George Bullock and Rebecca Ann P. Hunter, administrators of P. M. Hunter, deceased, late surviving partner of P. M. Hunter & Co.,

ONE TO TWO THOUSAND PIECES OF PERKIOMEN AND STAFFORD MILL CASSIMERES, being balance of stock from mills. The goods are all fresh and very desirable styles. 1 23 9t

LARGE SPECIAL AND PEREMPTORY SALE OF DOMESTIC GOODS IN ENTIRE PACKAGES.

On Wednesday Morning,

Feb. 3 commencing at 10 o'clock—

500 entire packages cotton and woollen domestic goods.

SHIRTING AND SHEETINGS.

— cases heavy bleached and brown muslins in all widths and qualities.

ALSO,

— cases 5-4 fine pillow-case muslins.
— cases white, scarlet, and grey all-wool flannels.
— cases spring styles full madder prints.
— cases extra heavy pure napkins.
— cases heavy wire-twist checks.
— cases fine wide twilled stripes.
— cases herring-bone tickings.
— cases wide and heavy cottonades.
— cases fine twilled fancy plaids.
— cases superior quality of tailors' silesias
— cases heavy brown and blue denims.
— cases all-wool fancy shirtings.
— cases brown and bleached diapers.
— cases heavy canton flannels.
— cases plaid Manchester ginghams.
— cases Russia and American crash.
— cases black and white and high-colored balmorals.
— cases fine quality toilet quilts.

BLANKETS.

50 bales brown and grey blankets.

MILITARY CLOTHING.

50 cases infantry overcoats, perfect.
50 cases grey-mixed army shirts.

WOOLLENS, ETC.

— cases 6-4 black Union cloths.
— cases 6-4 light fancy cassimeres.
— cases 4-4 double and twist cassimeres.
— cases 4-4 heavy brown doeskins.
— cases 4-4 brown Oxford and gold-mixed jeans.
— cases 4-4 Trenton and Abbyville cassimeres.
— cases 4-4 Washington twilled mixtures.
— cases 4-4 heavy-mixed satinets.
— cases 4-4 cable cords.

N. B.—Goods will be open for examination with catalogues on the day previous to sale. 1 27 6t

C. D. McCLEES & CO., AUCTIONEERS, No 506 MARKET Street.

LIPPINCOTT, SON & CO., AUCTIONEERS, ASHHURST BUILDING, No. 240 MARKET St.

KEENAN, SON & CO., AUCTIONEERS, No. 112 N. FRONT Street. [1 21

NEW YORK.

ADRIAN H. MULLER, AUCTIONEER.

VALUABLE PROPERTY ON BROADWAY, CHURCH, DUANE, AND NORTH STREETS, NEW YORK, TO BE LEASED AT AUCTION.

Adrian H. Muller, P. R. Wilkins & Co. will lease at auction,

ON TUESDAY, FEBRUARY 16, 1869,

At 12 o'clock M., at the Exchange Salesrooms, No 111 BROADWAY,

BY ORDER OF THE UNDERSIGNED,
A COMMITTEE OF THE BOARD OF GOVERNORS
OF THE
SOCIETY OF THE NEW YORK HOSPITAL,
THE FIFTY-EIGHT LOTS
COMPRISING ALMOST THE ENTIRE BLOCK
BOUNDED BY BROADWAY, CHURCH,
DUANE, AND WORTH STREETS,
WILL BE LEASED AT AUCTION ON THE
ABOVE MENTIONED DAY.

This property is located in the centre of the heavy business of the city, on high ground, with dry, sandy soil, and surrounded by first-class improvements. The leases will be for a term of twenty-one years, with the usual covenants for renewal, and will be similar to those made by the "SAILORS' SNUG HARBOR," which have always been considered as most favorable to the lessee. The advantage of holding long leases on property in the business portion of the city is demonstrated by the large bonus which has been paid for those made by the "Sailors' Snug Harbor," amounting in many cases almost to the value of the fee. The leasing of the above-described property at auction will afford an opportunity that in all probability will never again occur for procuring leases of building sites that must, from the constantly increasing demand for business property in this city, soon be worth a large premium, especially as this property is by law

EXEMPTED FROM TAXATION.

JAMES W. BEEKMAN,
JOHN DAVID WOLFE,
ROBERT I. LIVINGSTON,
JACKSON S. SHULTZ,
JAMES M. BROWN.

Descriptive lists sent by mail if desired. [1 27 17t

COTTON SAIL DUCK AND CANVAS, OF all numbers and brands, Tent, Awning, and Wagon-Cover Duck.

Also, Paper Manufacturers' Drier Felts, from thirty inches to seventy-six inches wide, Paulin, Belting, Sail Twine, etc. JOHN W. EVERMAN,

1 1 No. 103 CHURCH Street, City Stores.

OUR NAVY YARD.

The Alleged Frauds in the Purchase of Tools—Report of the Sub-Committee of the House of Representatives.

From Our Own Correspondent.

WASHINGTON, Jan. 28.—After considerable labor, and an amount of strategy which would do credit to General McClellan, I have succeeded in obtaining a copy of the report of the Naval Committee appointed to investigate the alleged frauds in the purchase of tools and machinery for the Philadelphia Navy Yard. It is as follows:—

[Our readers should bear in mind that this is the report of the sub committee, of which Judge Kelley was chairman, appointed by the Naval Committee. Chief Engineer Zeller is now offering additional evidence on his side of the question to the Naval Committee itself. It is thought that the committee will make a final report in the whole matter before many days, and we will lay it before our readers as soon as it is published. The report furnished by our correspondent reached us at such a late hour that we are unable to give all the testimony in detail, so we merely give the substance.—ED. EVENING TELEGRAPH.]

Mr. Kelley, from the Committee on Naval Affairs, made the following

REPORT.

The Naval Committee beg to submit the following report on the purchase of tools by Theodore Zeller, Chief Engineer of the Philadelphia Navy Yard. The committee, in the performance of the duty committed to them, appointed a sub committee to proceed to Philadelphia and examine the tools recently purchased, and take such testimony as would enable the House to judge of the regularity and legality of the purchases of the tools in question. That committee, having performed its duties, presented the following report, which is respectfully submitted:—

To the Naval Committee of the House of Representatives—Gentlemen:—The sub-committee appointed by you to proceed to Philadelphia, under the resolution of the House of Representatives instructing the Naval Committee to inquire into the regularity and legality of the purchase of planing and riveting machines, Cameron pumps, and tools and machinery generally, by Theodore Zeller, Chief Engineer of the Navy Yard at Philadelphia, respectfully report that they proceeded to Philadelphia, and, attended by Theodore Zeller, Chief Engineer, and John Rowbotham, master machinist of the yard, made a personal examination of the tools, riveting machine, and pumps in question, together with the buildings in which they were placed, or intended to be placed. They also examined the following named persons as witnesses:—Emil Goldstein, draughtsman of the department of steam engineering; John Rowbotham, master machinist; James P. Munn, clerk of the department of steam engineering; George R. Johnson, chief engineer United States Navy, on duty as inspector of material, or inspecting engineer; David Hennessy, late quarterman of the machine shop; William A. Palmer, present quarterman of the machine shop; Edward Ball, Charles Henry, John Dorsey, and Joseph E. Connor, machinists employed in the yard who had had experience in the use of the tools; J. Shields Wilson and John Birkbeck, superintendents of large establishments for the manufacture of steam engines, boilers, etc.; William B. Bement, of the Industrial Works, Philadelphia; Theodore Zeller, chief engineer of the yard; John Roop, his assistant engineer, and William W. Wood and Alexander Henderson, chief engineers in the navy, who, at the suggestion of Mr. Isherwood, engineer-in-chief United States navy, were detailed for that purpose. The committee also examined John Roach, of the Etna Iron Works, who craved a hearing. They also communicated with William Sellers & Co., tool manufacturers, from whom they received such papers and information as they required.

THE ORIGIN OF THE INQUIRY.

The purchases which led to this investigation, and upon which the inquiry is based, were 21 tools purchased of John Roach & Sons, of the Etna Iron Works, New York, at a cost of $42,425. The condition of the tools had attracted the attention of citizens of Philadelphia in no wise connected with the manufacture of tools or machinery, or the furnishing of materials therefor, but who had throughout the war taken a patriotic interest in the success of our navy and the reputation of Philadelphia in connection therewith, and who felt themselves impelled by conscientious motives to bring the matter to the attention of the Navy Department. In compliance with their suggestion, as your committee learned in the course of the inquiry, a board of engineers had been designated to investigate the matter, and had reported an approval of the purchase as the result of their investigation; whereupon an appeal was made by the citizens referred to to their representatives for a further investigation of the matter. In response to that appeal the House adopted the resolution under which the committee is acting.

THE CHARACTER OF THE TOOLS.

Mr. J. Shields Wilson testified that he was a mechanical engineer and machinist of sixteen years' experience; had been employed as a draughtsman with I. P. Morris & Co., and was at present superintendent of the Penn Works of Messrs. Neafie & Levy; he considered the large planing machine a first-class tool, but the worse for wear, and it would require considerable expense to put it in order; the brake-lathe was not first-class, and had not modern facilities; it was fully fifteen years behind the times, but was in reasonably good order for a second-hand machine. Mr. Wilson explained in detail his reasons for considering this tool inferior and incapable of the work that it ought to do. He thought that the best tools were always the cheapest. The double-headed lathe he considered pretty well worn out: an old-style tool. With regard to the other second-hand tools Mr. Wilson testified that they were in tolerably good order, but old-fashioned and not capable of the same work as the new pattern now in use in all the best shops. In all large shops, like that of Morris & Co., they allow five per cent. per annum for the depreciation of the value of tools. There had been great improvements in lathes within the last fifteen years, and the one under consideration was not only old-fashioned but it was defective in many respects. If fitting up a shop for himself he would rather buy tools of Bement & Dougherty or William Sellers & Co., at an additional cost of 54½ per cent., than the second hand ones at the Navy Yard.

Mr. Rowbotham, the machinist of the yard, confirmed the testimony of Mr. Wilson. Mr. Hennessy and Mr. William A. Palmer, quartermen in the yard, testified that the tools furnished by Roach & Sons were not of the approved styles, that they did defective work, and that the workmen complained that they could not do first-class work on them.

Charles Henry, John Dorsey, James E. Connor, and Edward Ball, machinists employed in the yard, testified that the double-headed lathe was fifteen or twenty years old; that it never was a first-class tool; that it was out of order, requiring to be adjusted before use, and that they could not do first-class work upon it.

Mr. John Birkbeck testified that the large lathe never was, in reality, double headed; that it was not modern in style, and was not, in his opinion, a first class tool; he would not give it shop-room if furnishing an establishment, if he had the option of a modern boring mill.

Mr. Birkbeck thought that the planers were good, useful tools, but not equal to those built now. He had never seen a riveting machine like the one at the Navy Yard. Mr Birkbeck said that he usually made an allowance of ten per cent. per annum for the deterioration of tools. The tools were not in accordance with the stipulations under which they purported to have been bought, namely:—"That they should be first class, with the latest improvements, and equal to any in the country, and especially adapted to the construction of marine engines at the present day."

THE INSPECTION AWARDED THE TOOLS.

The committee, before leaving this branch of the subject, have to remark that the antiquated character and dilapidated condition of many of these tools was brought officially to the notice of the engineer department of the yard before they were received and approved by the inspecting engineer and the chief engineer, and paid for.

The committee examined at great length Mr. George R. Johnson, chief engineer in the United States navy, on duty as inspector of materials at the Philadelphia station; and though his testimony is uncertain and contradictory on many points, it abounds in incidental proof that one employe of the Government (namely, Mr. John Rowbotham, the master machinist) sought to protect it from the wrong done by the purchase of these tools, and that the engineer department accepted them after receiving notice from him of their imperfect condition.

In compliance with the request of the committee, Mr. Johnson produced a copy of the instructions issued to him as inspecting engineer. The instructions are in the form of a circular, issued to the commandants of the different stations. From the copy produced by Mr. Johnson the committee make the following extracts:—

You will direct that in receiving and inspecting stores and materials offered by contractors with this bureau, and on open purchase, that every article be rigidly inspected, and none accepted that are not of the very best quality of their kind, and are such as the contract or the requisition for open purchase requires, and that every article received be correctly weighed, counted, or measured, as the kind requires. Files of inferior quality have often been accepted at the yards. You will direct that hereafter each file be closely inspected, and none received that are imperfect, or are falsely labelled, or that are not, in every respect, of the best quality, and such as the schedule specifies.

The allusion to files is the only reference to tools in the circular letter of instruction. It is, however, significant enough to show that the author of that circular appreciated the importance of furnishing the workmen employed by the Government with first-class tools.

Mr. Johnson swears that it was his duty, as inspector of materials, to inspect the tools procured for the engineer's department from John Roach & Son. As no condensed synopsis of the testimony of this gentleman could convey any idea of his want of consistency, the committee will permit him to speak for himself at considerable length.

Mr. Johnson testified that he inspected the tools when brought to the yard, and found that there were some small parts broken, and some portions were more than he thought they should be. He saw Mr. Roach about it, and that gentleman said he would make good all the defects. The counter shaftings of the lathe are an essential portion, but are not generally furnished with the tools; many of these were not to have counter shafts.

The committee deem it proper, in connection with the last suggestion of the inspecting engineer, to remark that an express stipulation of the contract of purchase was that the tools were to have all counter shafting and pulleys complete. Mr. Johnson read from a manuscript the following complaints made by master machinist Rowbotham:—

The first on the list was that the double-head lathe wants one bracket for holding in the feed screw, one bracket for holding in the reversing shaft—the bracket sent for these purposes does not fit, and cannot be used on account of the tie pieces that hold the lathe together. It wants also two five-eight stud-bolts on the forty-sixth inch end of the lathe. It wants the bolts that run across the shears taken out and laid two inches lower, as they interfere with the travel of the tool rest. The 36-inch planer wants a pulley in place of a broken one; it wants four new small gear-wheels in place of those on the machines, which are too much worn; one hanger of the gear-cutter has the lug broken which carries the belt shafting apparatus. The boring machine wants eight bolts one inch square and four feet long. The five foot six-inch planer wants 16 bolts, also four new cogs to the pulleys and gear-wheels; it wants two hangers and counter-shaft, and one pulley for the over head shaft of the planer. The 28 inch planer wants counter-shafting; the 22 inch planer wants counter-shafting. This memorandum is not dated, but the letter in reply was dated, I think, in December, some time before Christmas. This is a note made by my orders by the draughtsman, who made a note of all the things complained of by Mr. Rowbotham. Mr. Roach then came on here with a man, and he said he would make everything as good as new.

Q. You think that communication was dated in December; was that before or after these articles had been paid for? A. It must have been before, because I did not pass them when I found these things wanting.

It may not be inappropriate for the committee to remark, at this point, that the bill for these tools was approved by Mr. Johnson and by Chief Engineer Zeller on the 31st of October; so that, if the conversation referred to occurred in December, it was a month after Mr. Roach had been paid for the tools.

Mr. Johnson testified at considerable length as to his manner of inspecting tools, and his evidence seems to indicate that he was not as particular as he should have been to see that all the requirements of the contract were carried out.

It may be well for the committee to state that in all requisitions for tools made upon established manufacturers of those articles, the following stipulations are embodied:—

All of the above machines to be of the best material and workmanship, in accordance with the specifications drawn up by the chief engineer of the yard, to be subject to his inspection at any time during their manufacture, and not to be received unless found entirely satisfactory to him. To be delivered at the Philadelphia Navy Yard, with all counter-shafting, pulleys, hangers, wrenches, handles, etc., complete.

These salutary stipulations were in part omitted from the requisition for the tools of John Roach & Son. In lieu of them the following were inserted:—

The tools to be of the most approved design and in perfect working order, of which the chief engineer of the yard must have satisfactory evidence before they will be accepted. The whole of the above machines to be delivered with all counter-shafting, pulleys, etc., complete, at the Philadelphia Navy Yard, free of any extra charge to the appended prices and to be in first-rate working order, of which the chief engineer of the yard is to be the judge.

The difference is very marked, and with reference to the second-hand tools, the construction of which could not be superintended, may be accounted for; but why this salutary clause should have been withdrawn from contracts for new tools, which, it is alleged, are to be heavier than any manufactured elsewhere, and the production of which requires a number of months, it is difficult to perceive. Nor, as will be perceived, could Mr. Zeller, who made the requisition, assign any plausible reason for it, nor indeed, any other than that he was in the habit of devolving the duty of preparing such papers on his draughtsman (Emil Goldstein), who had seen fit to change the phraseology. In answer to the question, "Why the language of the requisition on Mr. Roach differed from all the others produced to the committee," Mr. Zeller said, "I cannot tell; the person who brought the second one wrote the first. Mr. Roop and Mr. Goldstein went to Bement & Dougherty and Sellers & Co., and did the business. Why they made that change I do not know."

The following is a portion of Mr. Zeller's testimony in full:—

Q. Had requisition No. 6 contained the clause found in your other requisitions, to wit, "to be of the best material and workmanship, and to be in accordance with specifications drawn up by the chief engineer of the yard, subject to his inspection at any time during the process of their manufacture," could you have bought second-hand tools? A. No, sir; not by any means; that must have been made bran new.

Q. Did not the omission of that clause open the way for you to purchase second-hand tools? A. I was ordered by the department to buy second-hand tools.

Q. I repeat my question:—Could you have bought those tools had not the clause contained in other requisitions been omitted in this? A. No, sir; of course not.

Q. Then, I ask, was not that clause omitted in order that the tools already constructed might be purchased? A. It never occurred to me before why Goldstein did not write it like the others, and why he omitted it. I only know that I went to buy these second-hand tools, and I presume Mr. Goldstein knew that.

The witness being shown a copy of an order from B. F. Isherwood, Chief of Bureau of Steam Engineering, acknowledged it to be a correct copy of the order referred to. It is as follows:—

NAVY DEPARTMENT, BUREAU OF STEAM ENGINEERING, June 15, 1867.—Sir:—Proceed to New York, to the Etna Iron Works, and examine the large tools for sale there, with a view of ascertaining if any are suitable for the shops of the Philadelphia Navy Yard under this bureau; and if so, if the prices are such as to make their purchase desirable. Should you find any of these tools desirable and of the proper price, you will make a requisition for them, and state whether they are to be in addition to those required on requisitions No. 170 and 180, of May 16, 1867, or to be substituted for any on those requisitions. After having made those examinations, you will resume your usual duties. Respectfully,
B. F. ISHERWOOD, Chief of Bureau.
Chief Engineer THEODORE ZELLER, U. S. N., Navy Yard, Philadelphia, Pa.

Q. Did you proceed, under that order, to New York and examine the tools of John Roach & Son? A. Yes, sir; I did examine them; I got the assistance of Chief Engineer John Long in examining the tools, and he passed his judgment upon them. I asked him to accompany me; he had been employed as Government Superintendent at Roach & Son's shop.

Q. The order is dated June 15. How soon did you proceed? A. Soon afterwards.

Q. How long a time did you devote to the examination? A. If I remember right I was in New York two days; I was at the work only one day.

How far Mr. Zeller was controlled in the selection of tools by the known wants of the Bureau of Steam Engineering at the Philadelphia Yard, is thus clearly shown by his testimony. It is true that, in answer to a question as to whether he determined the size, length, and swing of lathes be wanted by the size, length, and swing of tools that he found in Mr. Roach's shop, he had answered, "No, sir; the plan of the floor of the machine shop here governed that." How faithful that answer was will also appear by the following extract from his evidence:—

Q. Had the necessity for these articles been suggested to you by Mr. Goldstein or Mr. Roop before you went to New York? A. No, sir; I went under instructions to see what I could find and to consult, and I submitted these to my assistant and asked if they would suit.

* * * * *

Q. You have already sworn to these papers which show that requisitions Nos. 179 and 180 were cancelled by requisitions Nos. 194 and 195. What requisition was cancelled when you made No. 6, under which you made the Roach purchase? A. When requisition No. 6 was made it was to take the place of these (179 and 180).

Q. Your requisition No. 194 was made June 28, and took the place of No. 179; your requisition No. 195 was made June 28, and took the place of No. 180; your requisition No. 6 was July 5, and you say it was a substitute for another; I ask what requisition it substituted? A. I have made a mistake; you have puzzled me in the whole matter.

Q. I have placed before you copies of official papers furnished from your department; how have I puzzled you? A. I can give you no further explanation of the subject.

Q. Did requisition No. 6 substitute any other requisition? A. I really do not know; I don't remember these things; my clerk can give you more information than I.

Q. Are you the chief of the department, or is Mr. Goldstein? A. I am the head of the department.

Q. Then I ask you if requisition No. 6 substituted another or not? A. I cannot tell you on oath, for I don't know.

Q. Who can tell? A. I think the store clerk, Mr. Munn.

Q. Can Mr. Goldstein? A. Probably he can.

Chief Engineer Zeller further testified that he was not a practical machinist, and disclaimed any familiarity with the comparative working of different machines such as are in use in shops for the building and repair of steam engineering. When asked, "Is it not your business as superintendent of the machine shops of the navy yard to be familiar with the style and capacity of machinery?" he said, "I think not of these little details; I have never attended to it in my life." The following portion of his testimony deserves special attention:—

Mr. Zeller said that he thought the boring machine was the best he could get for the purpose; the idea of improvement for the last ten or twelve years was all bosh, and no one could name anything that was not an attachment for which extra would have been charged.

The screw-cutting lathe he considered the handiest tool in the shop. He did not know whether the double-headed lathe was so originally or not; it was double-headed now, and he knew nothing whatever about its history.

The response of the chief engineer to the next question is so remarkable that the committee will be pardoned for inviting special attention to it. Every witness whose attention was called to this miscalled lathe alluded to the fact that its centres were not opposite as a defect in the tool. The chief engineer, however, differs with them all. His answer to the question, "Are its centres opposite?" "No, sir; and never were intended to be; but the condition was that the tools were to be put in as good order as new once. I do not mean to say the specification, but the written agreement of Mr. Roach contained this condition."

Q. (To Mr. Zeller.) This is your specification, is it not? [Paper examined by witness.] Does it not require the tools to be of the most approved design and in perfect working order, and is that double-headed lathe of the most approved design and in perfect working order? A. I don't know; I was not here when that tool was inspected.

Q. You are the chief engineer? A. Yes, sir.

Q. You bought it? A. Yes, sir.

Q. Were you satisfied at the time that you made the requisition that it was of the most approved design and in perfect working order? A. I was satisfied; and if anything was the matter which I did not detect, that it would be made good and put in perfect working order.

Q. What satisfied you? A. The agreement was made with me in conversation about these things. I said, "Should anything be the matter with these you must repair them." He said, "I will do it; I will make it as good as new.

Q. Have Mr. Roach & Son repaired one of the pieces of machinery sold to you and found to be defective? A. That I don't know; not to my knowledge.

Q. What bond did you take from him that if defective he would put them in order? A. Nothing but his word; I took no paper.

Mr. Zeller thought that the tools at the Allaire Works, New York, had been there forty years; there was a little worn, but the worn parts could be renewed.

Q. You bought these tools, relying on Mr. Johnson to inspect them closely when delivered? A. I thought nothing of the inspection at the time, because I thought they would be made right by Mr. Roach before they came.

Q. Would you think that an inspecting engineer had done his duty if he let them pass because he knew an engineer had been in New York and seen them run, and then had them taken down and sent here? A. I should think he had overlooked his duty.

Q. If the chief engineer buys tools upon the promise of a gentleman that he will put them in order, and the inspecting engineer passes them without objection because the chief engineer has examined them, what is there to guard the rights of the Government? A. I do not think that he has any right to do that.

Mr. Zeller stated that the counter shafting, previously mentioned, had not been sent, but that he was expecting it every day.

The confidential character of the relations between the bureau and John Roach & Son is well illustrated by the following extract from Mr. Zeller's testimony:—

Q. Where is the guarantee? A. The offer to furnish these things.

Q. Then you have no guarantee? A. None excepting that agreement which he made with me, and on which I ordered the things.

Q. That letter which you claim to be a guarantee is a guarantee upon which you hold Roach & Son for the fulfilment of their promise to make good any deficiency? A. In point of law it would not be a sufficient guarantee, but I have no doubt he will do it.

Q. If he had legally bound himself to do so, have you not released him by certifying on the bills that they are "quantity and quality correct"? A. I think so; but a man in such a large establishment would never take advantage of such a little quibble as that.

Mr. Zeller, speaking of the patent riveting machine, said this machine is superior to any in use; whereupon he was asked whether he had not said that there had been no substantial improvements in tools for making steam-engineery. He answered:—Yes, sir; I said it from conversation with machinists.

Q. How do you reconcile that with the statement just made, that this is superior in some respects to other machines? A. This is a different thing; it is for marine engines.

Q. Did you say for boilers? A. I did not use the word boilers.

Q. Why do you say that in machines for the construction of boilers ingenuity has been displayed, while none has been displayed in other tools? A. That is, according to my judgment.

Q. That in tools for the construction of boilers improvements have been made, but that in tools for the construction of engines none of a substantial kind have been made? A. None that may be called practical; there have been many attachments.

Were the committee disposed to attach much importance to Mr. Zeller's judgment as a mechanic, or to the value of his testimony, they would be compelled to conclude that the riveting machine in question is for very peculiar and special work, as there is little riveting done in marine engines except in the boilers. On the question of the improvements in machinery, the committee beg leave to present the opinion of Chief Engineer Zeller, in conjunction with those of the chief engineers who were detailed as experts by the Engineer-in-Chief, viz., Messrs. Henderson and Wood, first presenting Mr. Zeller's, which was as follows:—

Q. What is the annual percentage of benefits to machines by improvements? A. I don't know of any; the improvements are all on little things that are specialties, and they are charged extra in the price of all tools. The description of tools is precisely the same now as ten years ago.

Q. Have there been no substantial improvements in this class of tools within the last ten years? A. I don't know of anything that is of any benefit in marine machinery; there are attachments whether they are improvements is a thing that few will admit.

On this point Chief Engineer Henderson, of the Boston Navy Yard, testified that during the last twenty years there had been marked improvements in tools for building engines, marine and otherwise. He thought that the perfectness of machinery at the present day, over what it was twenty years ago, is very much due to the improvements in the size and style of the tools. He thought it was economy in all the shops to use the latest improvements, although many things were styled "latest improvements" which did not add to the efficiency.

Chief Engineer W. W. Wood testified to the same effect.

First Assistant Engineer Roop sustained the opinions of Chief Engineer Zeller, that second-hand machinery is equal to new, if kept in repair. All work could be done on the tools under consideration that could be done on the most modern constructed tools.

FABRICATED EVIDENCE.

The examination of the tools and the testimony satisfied the committee that the purchase of these second-hand tools was most injudicious. In the judgment of the committee, the space for several of them would be more valuable to the proprietor of a well-appointed machine shop, or a person fitting up a machine shop for active competition in the neighborhood of well-appointed shops, than the tools themselves. This is believed to be true of the boring bar, the brake lathe, the imitation double-headed lathe, and the 36-inch planer, for which the Bureau of Steam Engineering paid John Roach & Son $17 050. That those who had made the purchase did not feel it safe to submit the transaction to investigation upon its merits, was made apparent in the early stage of our proceedings; for, when the committee called upon the chief engineer of the yard for a list of the tools he had purchased, and the prices paid for them, that officer, through Emil Goldstein, his draughtsman, who had prepared it, produced an elaborately arranged sheet, headed:—"List of tools and machinery contracted for by the Etna Iron Works, New York, John Roach & Son proprietors, showing the price at which the contract was awarded, and the bids of other manufacturers for tools, etc., of the same kind and of the same or nearly the same capacity. All prices include cost of transportation to the Philadelphia Navy Yard."

This exhibit disclosed the fact that, in addition to the 21 tools hitherto referred to, which had been purchased at a cost of $42,425, contracts had also been made with Messrs. Roach & Son for 17 other tools for which they were to be paid $51,423. The statement conveyed to the mind of the committee, as it was evidently designed to do, the impression that the two firms whose prices were said to be set forth in parallel columns to the prices of Messrs. Roach & Son had been invited to bid for all these tools, and had bid for most of them, and that the prices set under their names, respectively, for equivalent tools had been taken from their bids. These firms were Messrs. Bement & Dougherty and William Sellers & Co., both of Philadelphia. Upon this exhibit, nor in any paper accompanying it, was any allusion made to the fact that the offers from these firms, if any had been made, were of new tools, and that more than forty per cent. of Roach's were more or less worn, second hand, old-style tools; but, on the contrary, appended to it as a note was the following:—

"The contract and offers by John Roach & Son require *ALL of the above-named tools to be of the best workmanship and design, in perfect working order*, and EQUAL TO ANY IN THE COUNTRY."

The note being so emphasized as to require the use of small capitals and italics, as above, should it be put in print.

By this exhibit it appears that the cost of the tools from Roach & Son will be $93,848. It purports to be a comparison of the prices of particular tools, but not of the tools that have been procured from the other firms, who are represented as having made no bids for a number of the tools.

It also contains a broad column headed "Remarks," purporting to be explanatory, but which the committee could derive but little aid. Indeed, the observation of the committee, aided by the testimony of the witnesses who represented Bement & Dougherty and Sellers & Co., made it apparent that the object of the remarks was not to illustrate but to obscure the point at issue. Thus, opposite to the brake-lathe the remark is simply, "This kind of tool is not manufactured in Philadelphia;" but does not, as it should also say, "or anywhere else, because it was long since superannuated."

Again, opposite to the boring bar, which is designated as a "boring mill," the remark is:—"Bement & Dougherty's bid is for a boring and turning mill of different construction;" but it should be borne in mind, since the same are now in universal use to the exclusion of the kind purchased."

And again, opposite to a planer 12 feet between housings, 20 feet travel, the remark is:—"Bement & Dougherty's tool admits only 10 feet;" but omits to add that it was, as required by the specification on which it is alleged their offer was obtained, of 45 feet travel, and therefore involved about double the amount of metal and workmanship.

The production of this exhibit involved the investigation of several collateral questions, among them were whether the antique and well-worn tools of Roach & Son were, as set forth, the equivalent of the new tools of Bement & Dougherty and William Sellers & Co.; whether John Roach & Son had established an equal reputation with those firms as producers of tools of the character in question; and whether Bement & Dougherty and William Sellers & Co. had been called upon for, or had made bids for any or all of these tools; and if so, whether their prices were fairly stated?

The solution of these questions reflected but little credit upon the integrity of the management of the department of steam engineering at the Philadelphia Navy Yard, or the conduct of the engineer-in-chief of the navy in approving requisitions for these tools, under all the circumstances of the case.

The committee deem it proper to remark, in this connection, that the proof is overwhelming that the statement of bids and prices of the firms of Bement & Dougherty and William Sellers & Co., had been ingeniously fabricated for giving it a favorable gloss, and that no bids for these tools had been solicited from either of these firms. Among the papers furnished the committee by the department was found irrefutable proof that it had in its possession, at the time of this purchase, price lists of the two firms, showing that they would have furnished tools of similar dimensions to many of these, in August, 1866, at lower prices than were paid John Roach & Son in July, 1867, and January, 1868, although the market price of this class of tools has steadily depreciated since the close of the war reduced the demand for them. But, worse than this, the prices of tools which had thus long before been offered at lower rates were not only omitted from the comparative table, but, in some instances, were set forth as much higher than was shown to have been the case by their offers of August, 1866, produced from the files of the department. To this point we shall recur hereafter.

COMPETITION BIDS AND PRICES.

Passing from this question, the committee proceed to consider the fairness of the price for these tools, whether old or new, and to determine whether competitive bids for them were solicited or received. That such bids were solicited or received from Bement & Dougherty and William Sellers & Co., the members of both these firms positively denied. Each firm stated that they received from the Bureau of Steam Engineering, during the month of August, 1866, an informal request for their prices of a number of tools, to which request the former firm responded on the 24th of August, 1866, embodying in their note a distinct announcement that the prices were submitted here "subject to changes in cost of building." This was done, as the committee were informed, because the market price of tools had steadily declined from the close of the war, in the spring of 1865, and was then declining.

The response of Messrs. Sellers bears date August 30, 1866. Regarding the request, as did Bement & Dougherty, as a mere preliminary step, and not as a request for bids, they said:—"We have the pleasure to enclose herewith photographs and specifications of most of the tools named by you, the present price of which, delivered at our works, would be about as follows," etc.

So constant was the decline in the price of such tools, that both these houses have issued revised price-lists at periods of a few months during the interval. Other causes than those which operate upon the general market of the country often produce a reduction of the price of tools, such as the possession of patterns from which to make them, or orders for a number of tools at the same time, which by their extent justify a more economical organization of power and labor; so that it is not, in the judgment of the trade, safe to contract for expensive tools before they are needed, or upon prices long antedating the transaction.

Messrs. Sellers & Co., having examined the exhibit hereof referred to, said:—

We never made any bids for these tools, neither were we requested to do so. Our letter of August 30, 1866, and certain photographs obtained from us some time previous to May 21, 1867, at which time we revised our price list, must have been the basis upon which the comparison has been made. Some of the sizes given as ours we do not make.

On this point Mr. Bement, of the firm of Bement & Dougherty, being shown the exhibit and asked whether the prices were those of his firm, said they were not bids; that when the firm makes bids they take press copies of them; that the books of the firm had been examined and found that no bids had been given for these tools, and no member of the firm or employe thereof had any recollection of any bids having been solicited or requested, and added, "If there had been a call made at that time, June, 1867, the prices would not have been as carried out in the exhibit."

Q. Then your books show no call on you for propositions for the several items set forth in that schedule? A. No, sir, and had such call been made the prices would not have been as quoted; and the prices set forth as ours in some cases are not our prices on the list which was furnished a year before, on August 24, 1866.

So it appeared that the "comparative statement" prepared by the Bureau of Engineering, and which the committee learned had sufficed to induce a board of engineers, appointed by the Secretary of the Navy to inquire into this transaction, to approve it, was fraudulent, not only in comparing the worn tools of John Roach & Son with the new tools of the first builders in the country, but in exaggerating the prices asked for new tools, and in omitting from its columns offers for new and improved tools at lower rates than had been paid for those of Messrs. Roach & Son. Whatever apology there may be for the purchase of these secondhand tools by Mr. Zeller, who is not a machinist or a business man, the committee suggest that no measure of ingenuity can contrive an apology for the deliberate fabrication of evidence to gloss over such a transaction, and conceal its true character from the Navy Department and Congress.

The committee will present a few of the features of this tabular exhibit in connection with the prices of Messrs. Bement & Dougherty and William Sellers & Co., as communicated to the department of engineers in August, 1866, as they appear in copies furnished the committee by the department under its official stamp. These copies prove that the Chief Engineer had among his official papers irrefutable evidence of the forged and fabricated character of the exhibit.

In this exhibit appear two 25-ton cranes, 25-feet swing, bought of Roach & Son for $4500. It shows that William Sellers & Co. did not bid for such cranes, while the copy of their list of prices of August 30, 1866, furnished us by the Department of steam engineering, contains their offer for two 25-ton cranes, with woodwork complete, $2000 each. The superiority of the gearing of the cranes of Messrs. William Sellers & Co. over those delivered by John Roach & Son in 1867, at $250 apiece more than Sellers & Co. had asked in 1866, is so great that with four men at the winch of Roach's lathes each man must exert 50 pounds, while four men at the winch of Sellers' need each exert but 20 pounds. But is due to the Messrs. Sellers, and to a perfect comprehension of this transaction, to say that the price of their cranes in June, 1867, when Roach & Son received $2250 for theirs, was but $1690 each.

Again, the exhibit shows five 15-ton cranes, 18 feet swing, bought from John Roach & Son, at $8750, as late as the 6th of January, 1868, and represents neither Sellers & Co. nor Bement & Dougherty as having proposed any price for them, while in the certified copy of their estimate for tools, of August 24, 1866, it appears that two 15-ton cranes, 25 feet by 22 feet swing, were offered at $1500 each. Thus it is shown by evidence produced from the department that the bureau paid John Roach & Son in January, 1868, for 15-ton crane, with 18 feet swing, $250 more per crane than Bement & Dougherty would have furnished them for with 22 feet swing in August, 1866.

Again, the exhibit shows that John Roach & Son furnished, June 28, 1867, one 66-inch planer for $6600, and that Bement & Dougherty demanded for one of the same size $8400. Opposite the statement of these comparative prices, in the column of remarks, it is said:—

"The planers offered by Bement & Dougherty and Sellers & Son admit six feet between housings."

No allusion, however, is made to the fact that the tool furnished by John Roach & Son had been eleven years in use and had been sold by its builders, Bement & Dougherty, when new, for $3760.

But to the illustration of the simulated character of the alleged bids. By reference to the copy of Bement & Dougherty's estimate for tools furnished the bureau August 24, 1866, it is found that they made no bid for a 66 inch planer, but did offer a 72-inch planer, such as is described in the exhibit at a price not $8400 as there set forth, but for $7600. Mr. Bement, when commenting on these facts, testified that their price for a new tool, such as the one in question, improved in its proportions and of greater weight, would have been but $6000 at the date of the purchase from Roach. That the planer made by Bement & Dougherty eleven years ago, which had been sold to a firm in St. Louis and used by them till 1861, had then been bought by Mr. Roach and transported from St. Louis to the Etna Iron Works nearly doubled its original value by use and transportation, but by age, use, and transportation, actually come to be worth $600 more than a new and improved planer of the same general dimensions, but of greater weight, from the shop of those who had built it. To those who are not familiar with the mysteries of engineering, this conclusion may seem preposterous. But it has received the sanction of two boards of engineers detailed specially to investigate the propriety of these purchases, and so far as the committee could learn, the approval of the Chief of the Bureau of Steam Engineering, who approved the requisitions for these tools.

But the point that the committee is here illustrating is, that the department of steam engineering of the Philadelphia yard, in its exhibit, not only compared a new and larger tool with an old one, but added $800 to the price demanded for it in 1866, as was shown by its own records.

RIVETING MACHINE AND PUMPS.

As to the riveting machine, the committee beg leave to remark that it appears to be a well-built machine. It, however, has not had the sanction of experience. The committee could learn of no establishment that had one in use or had in any way tested it. It may be a valuable machine, but was not, needed at the time at which it was purchased. It has never been called into use, and was not, at the date of this report, been fully set up for use, though it stands on expensive foundations erected expressly for it, and in a new frame tower forty feet high. It is not probable that the Bureau of Engineering will have occasion to test it during the ordinary lifetime of the tower, unless the country should be involved in another war. As to the Cameron & Sewall pumps, they are in general use in the navy, although the stock provided for the Philadelphia yard may have been somewhat larger than the immediate requirements of the navy. The committee found nothing in this connection upon which to comment.

CONCLUSIONS OF THE COMMITTEE.

The transaction with John Roach & Son is justly subject to criticism. It has not been the usage of the Navy Department to permit the purchase of secondhand tools. The purchase of a particular tool to meet an exigency, or of a special tool not made by the trade at large, or for general sale, that has been used, has sometimes taken place, but each instance has been justified, so far as the committee have been able to ascertain, by its special circumstances, and none of them furnish a precedent for this wholesale purchase of the tools of a firm which was not declining business, but was about to change its premises, and probably found it more profitable to sell old stock than to transfer it to its new premises. Messrs. Roach & Son were about to close the Etna Iron Works, having purchased the Morgan Works, and Engineer Zeller's attention was directed to the Etna Works by the order of Mr. Isherwood, Chief of the Bureau of Steam Engineering, of June 15, already set forth in this report. During 1861-62-63 the exigencies of the navy might possibly have been pleaded in justification of this transaction. The demands upon the machine shops of the several stations were then doubtless in excess of their power; but this order was given more than two years after the war had closed, when little or no work was doing, and even less was likely to be done at the yard in Philadelphia. Not only were many of these tools not required by the wants of the yard, but, as has been shown by the testimony of Inspecting Engineer Johnson, there was no place ready for their reception, and he passed and received them without adequate inspection, because they were obliged to lie four or five months before he could put them up and see whether they were in running order. Indeed, the receipt and accommodation of the machines purchased, as well as those contracted for, required the construction of new buildings for their accommodation. And the Bureau of Steam Engineering could not have been ignorant, at the date of these contracts, of the anxiety of the Navy Department to transfer the station and its workshops from the contracted limits of the present yard to the broader space provided by the city of Philadelphia for a naval station at League Island.

In view of all the facts, the committee are unable to discover any reasons consistent with the interests of the Government that prompted this purchase, and believe that the department should relieve the engineer corps of those who have been faithless to the trust reposed in them. It is perhaps due to Mr. Zeller that the committee should say that he is not a practical machinist, and evidently has no capacity for business; that he appears to have but little knowledge of the details of his office, and to be completely in the hands of Assistant Engineer John Roop, Inspecting Engineer George R. Johnson, and his draughtsman, Emil Goldstein.

SUPLEMENTARY FACTS.

Before concluding this report, it is due to the committee and to the Honorable Secretary of the Navy to state that, finding it impossible to report to the House at its last session, the committee deemed it their duty to advise the Secretary of the fraudulent character of the paper purporting to be a statement of the comparative bids for these tools (herein spoken of as an exhibit), and called upon him for that purpose. The Secretary suggested that the statements made, to which he seemed to attach importance, should be put in writing. In accordance with his suggestion the following letter was addressed to him:—

[Judge Kelley's letter is dated July 28, 1868, and he states to the Secretary of the Navy that "List of tools and machinery, etc., showing the prices at which the contracts were awarded to Roach & Son, and the *bids* of other manufacturers for tools of the same kind, and the same, or nearly the same capacity," presented by the engineers, did not present the prices of Messrs. Bement & Dougherty and William Sellers & Co., but were false and exaggerated.]

On the 30th of the same month the Secretary of the Navy ordered Chief Engineers Wood, Henderson, and Inch to make a complete and detailed examination of the transactions in the case of each tool, and to confer with the Philadelphia toolmakers, and all other persons who could throw any light on the subject.)

The terms of this order of the Secretary of the Navy are, it will be seen, broad enough to have justified a thorough investigation of all the questions involved. But such examination was not made; and it in the general facts disclosed in this report there be not evidence enough to prove the utter demoralization of certain members of the engineer corps of the navy, it is furnished by the fact that Chief Engineers Wood, Henderson, and Inch conducted the investigation with such tender regard for their brethren of the corps as to have felt justified at its close in reporting that "the purchases were made after a careful examination of the equivalent tools made by other makers whose competitive offers received a candid consideration. So far from any evidence of any fraud or collusion appearing, the reverse is proven to have been the case, the selection and purchase having been made wholly in the interest of the Government, and without wrong to the interest or rightful claims of any."

The committee has at its command no terms in which to justly stigmatize this second endorsement by a board of engineers of a transaction so detrimental to the character of the corps of engineers and the interests of the Government. It is impossible that its conclusion can be based upon any examination of the papers on file in the department of engineering of the yard, or of the members of either of the firms with whose members the Secretary directs them to confer personally.

Through the kindness of the Secretary the committee have been enabled to lay this portion of the report before Messrs. William Sellers & Co. and Bement & Dougherty, who most positively deny that they were ever examined by the board, or that they ever made competitive bids for the tools in question, and pronounce the conclusion above set forth as false and unfounded.

In conclusion, the committee beg leave to suggest that Messrs. Palmer, Hennessy, Henry, Dorsey, Ball, and Connor, quarterman and workmen in the machine shop, did not testify lightly, but gave their evidence in the conscious peril of loss of employment. So, too, did Mr. Rowbotham, the master machinist, who, shortly after the close of the labors of the committee at the Philadelphia Station, removed from his position, as a warning to all other employes of the Government, who, even as sworn witnesses, might invade the privileges of the Department of Steam Engineering of the Philadelphia Navy Yard.

This result not entirely unanticipated by Mr. Rowbotham, in the course of his testimony he had sworn to the committee that Chief Engineer Zeller, when examining some of the machinery two days before the coming of the committee to the station, had pointed his finger at him and said:—"Rowbotham, if you do not look out for yourself I shall consider you one of the most ungrateful dogs I ever knew."

All of which is respectfully submitted.

WM. D. KELLEY,
A. F. STEVENS, Committee.
T. W. FERRY,